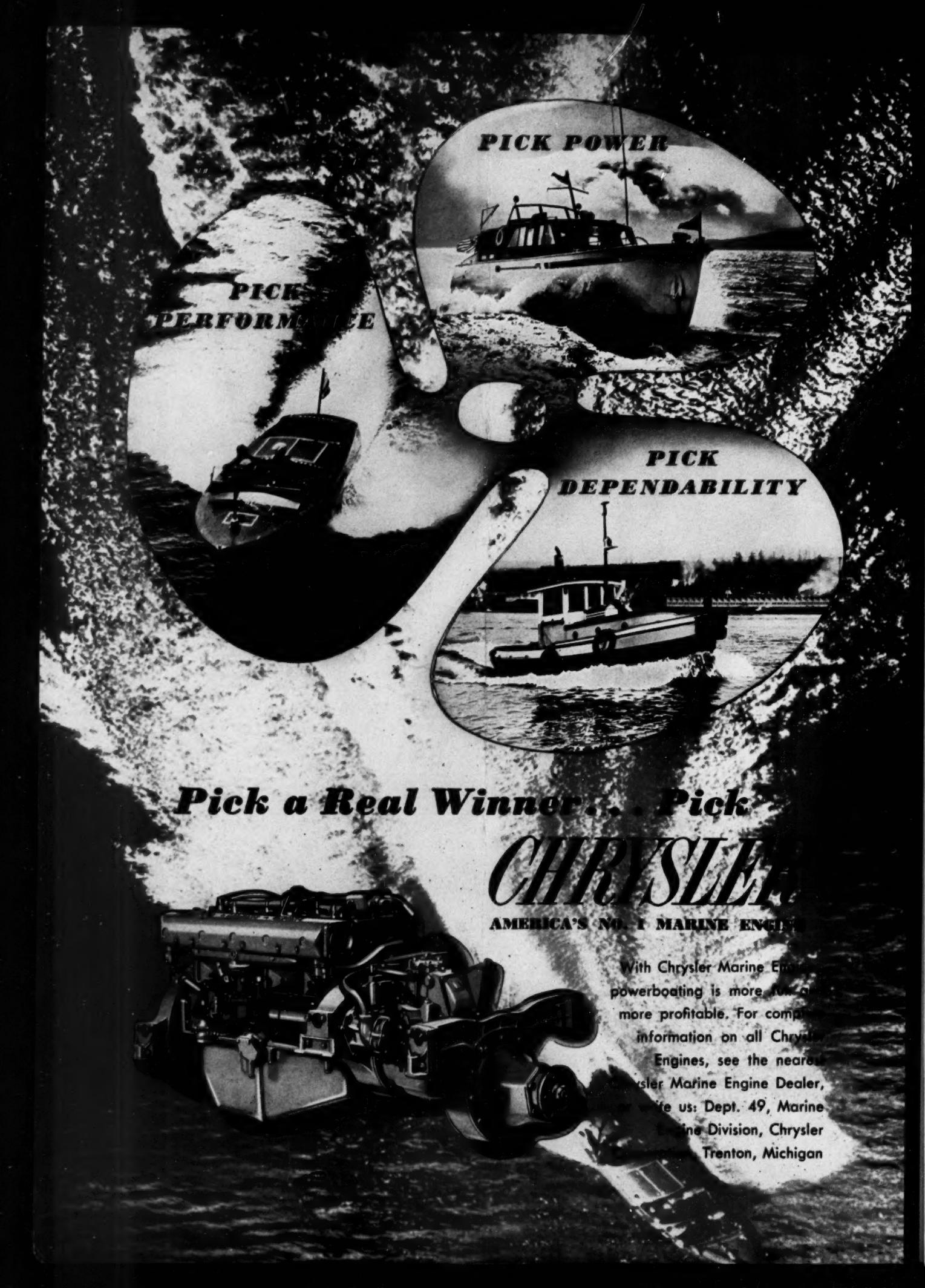


Sea AND PACIFIC MOTOR BOAT



THE HONOLULU RACE
GOLD CUP RACE AT SEATTLE
WEEK ENDING IN THE SAN JUANS



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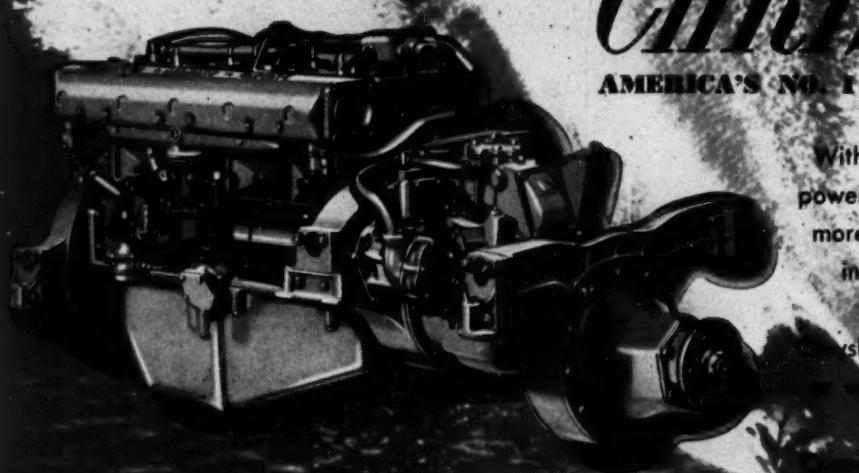
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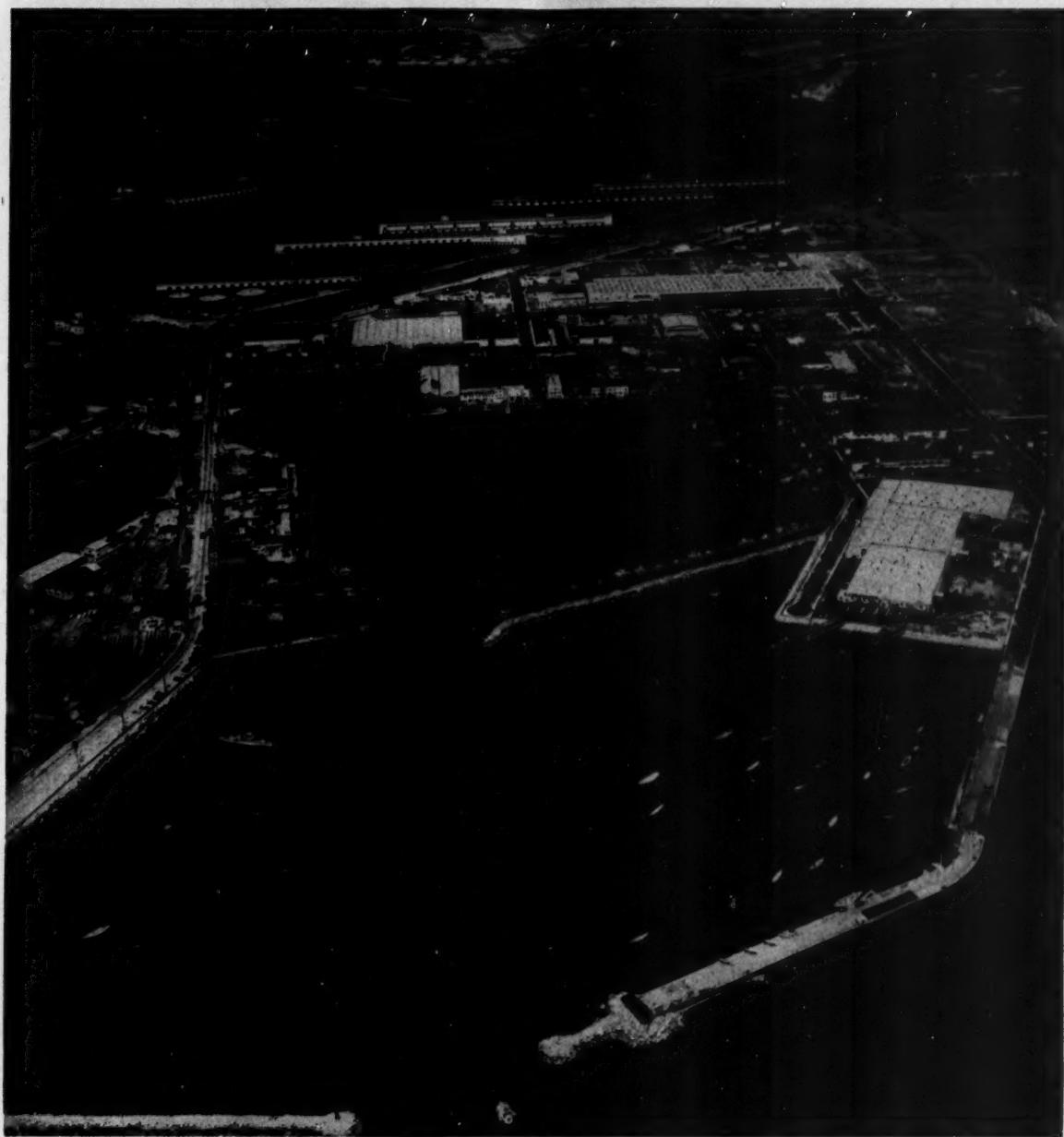
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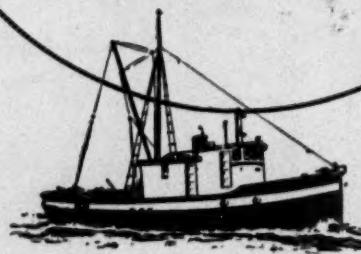
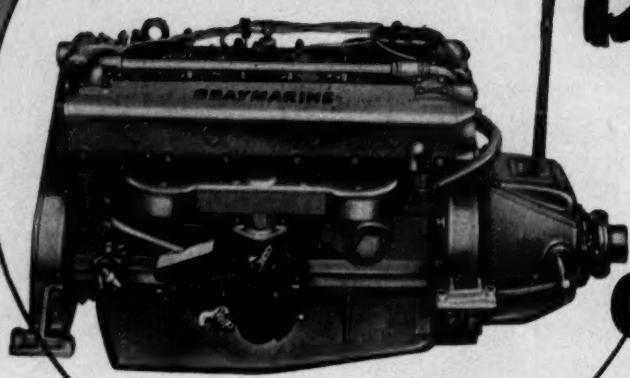
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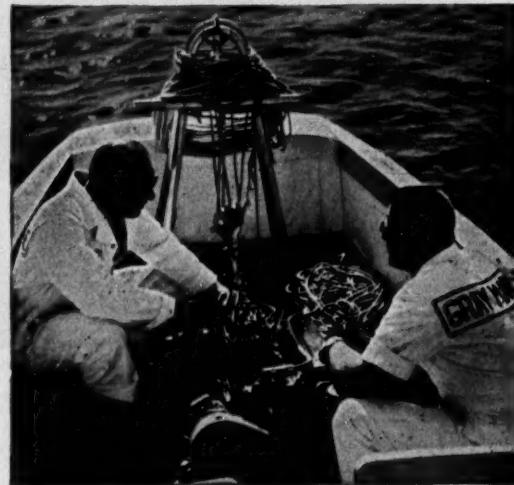
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Sea and Pacific Motor Boat

September, 1953

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Ralph Larabee's great 161-ft. schooner Goodwill was a magnificent sight as she led the fleet across the finish line in the Honolulu Race. Her crew solved the difficult problem of providing her with enough light canvas to keep her moving even in light weather, while also working out practical methods of keeping those tremendous sails tamed. On top of that they practiced endlessly in the weeks before the race. They even made the little triangular sail above the "goliwobler" during the race. It is called, variously, a "Queen Anne" and a "diaper."

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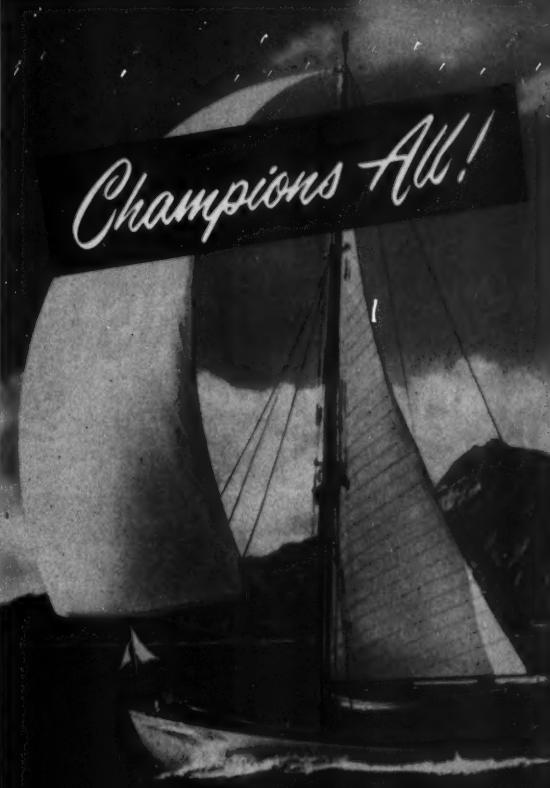
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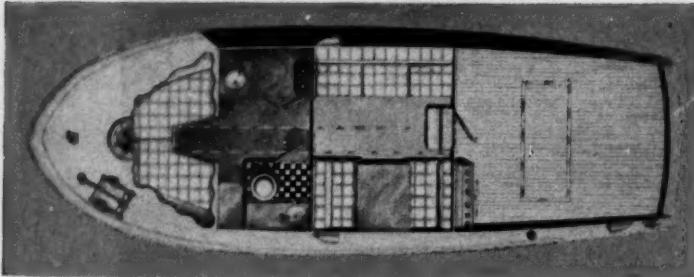
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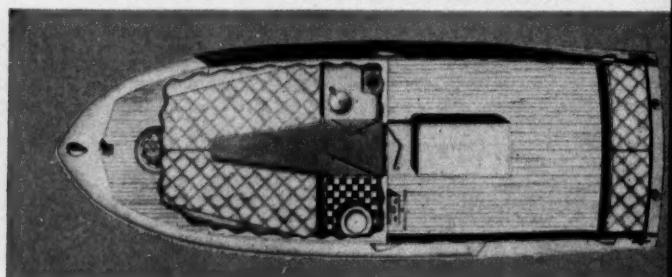
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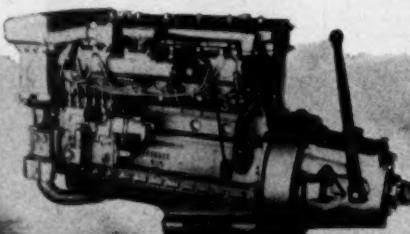
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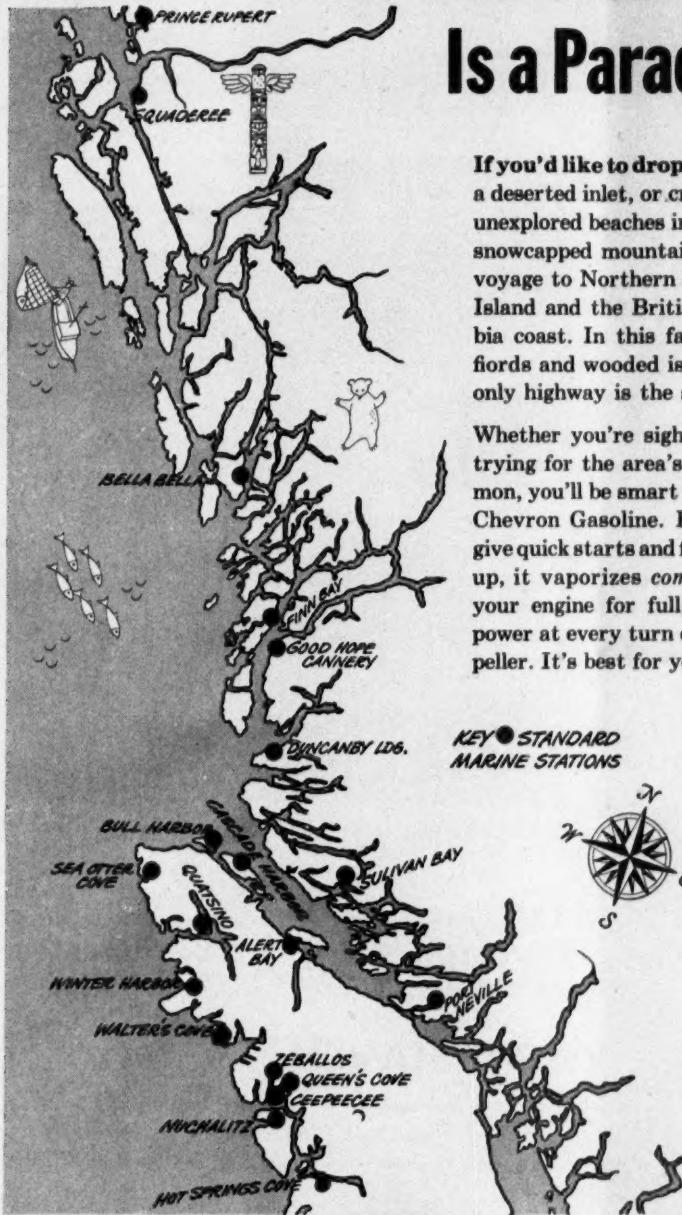
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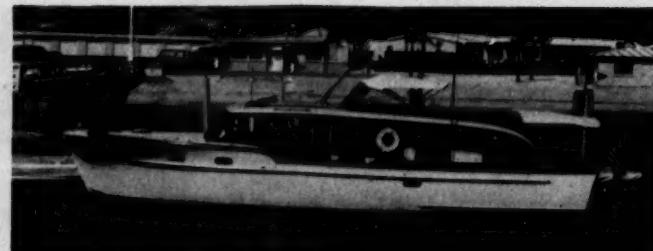
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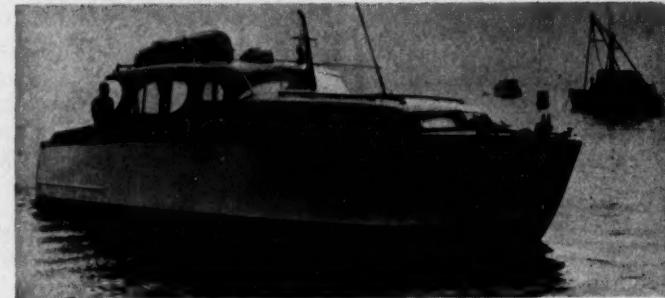


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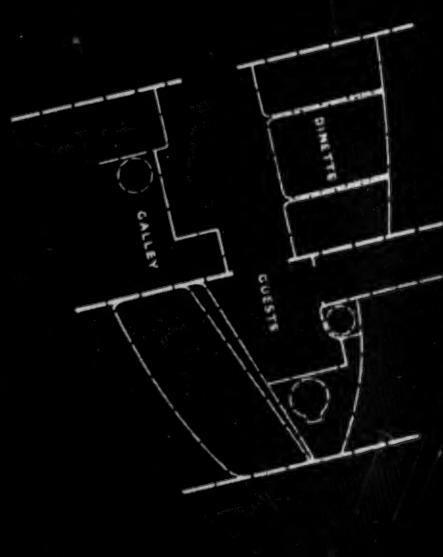
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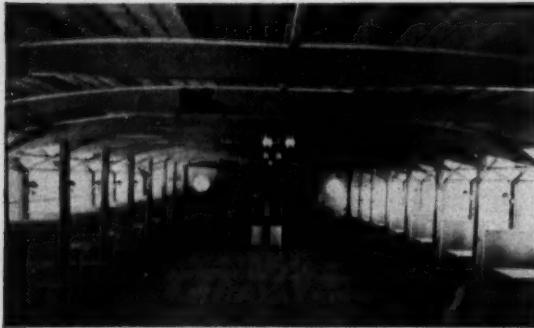
writes Paul Miller, Cedar Rapids, Iowa, skipper-owner of the new *Kapa Ann*



Chris-Craft-powered *Kapa Ann*, brand-new queen of Iowa's inland waters, is 64-ft. long and 24-ft. wide.



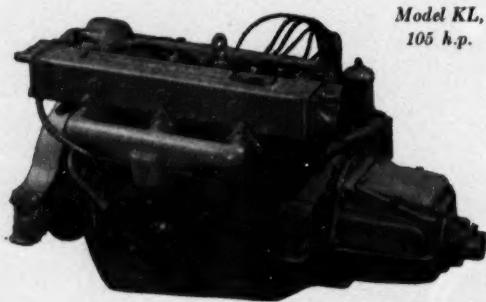
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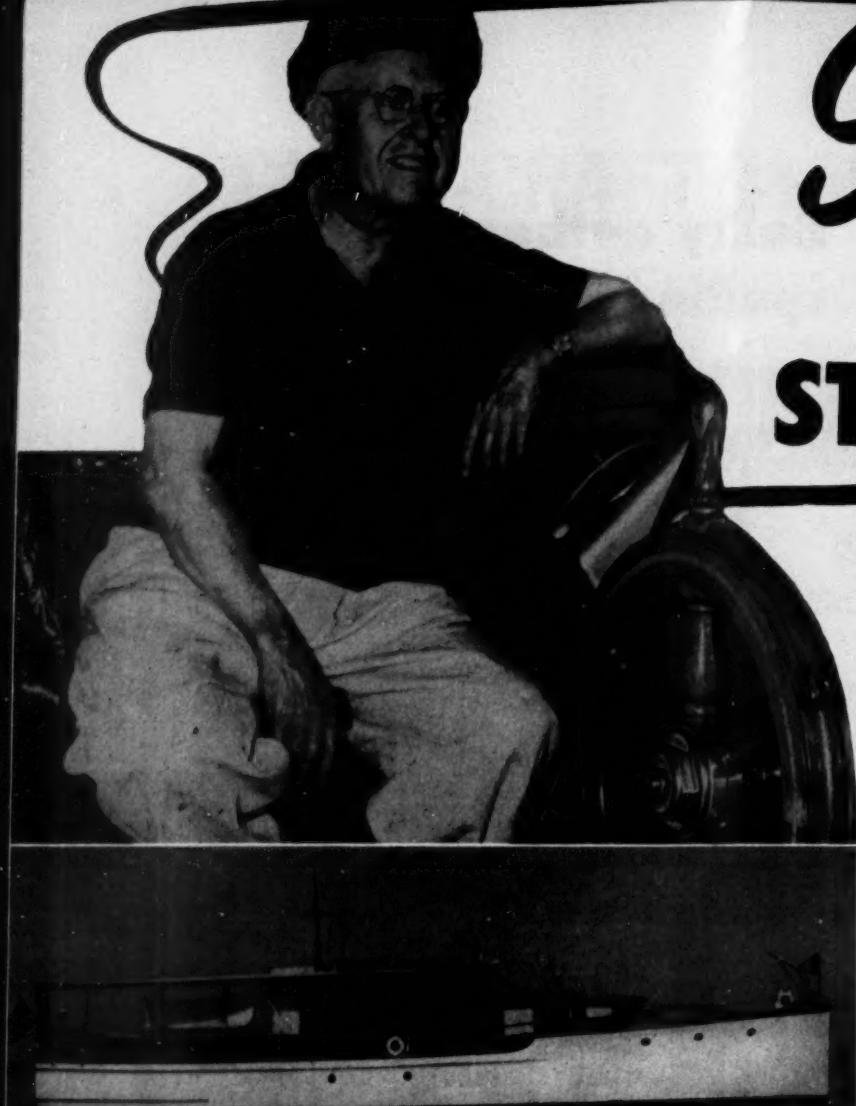
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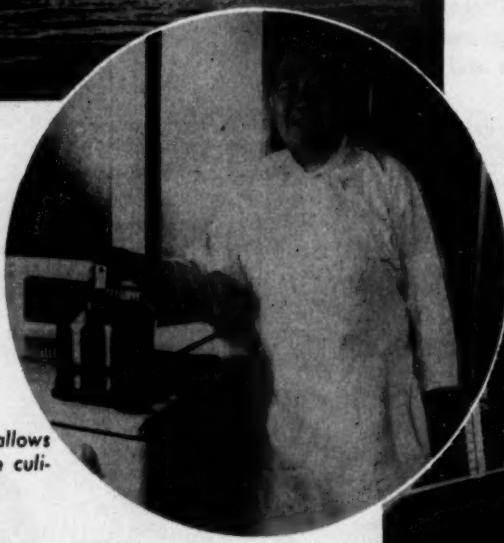
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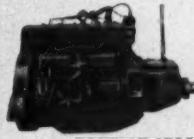
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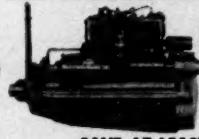


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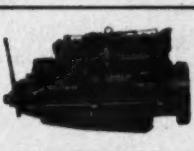
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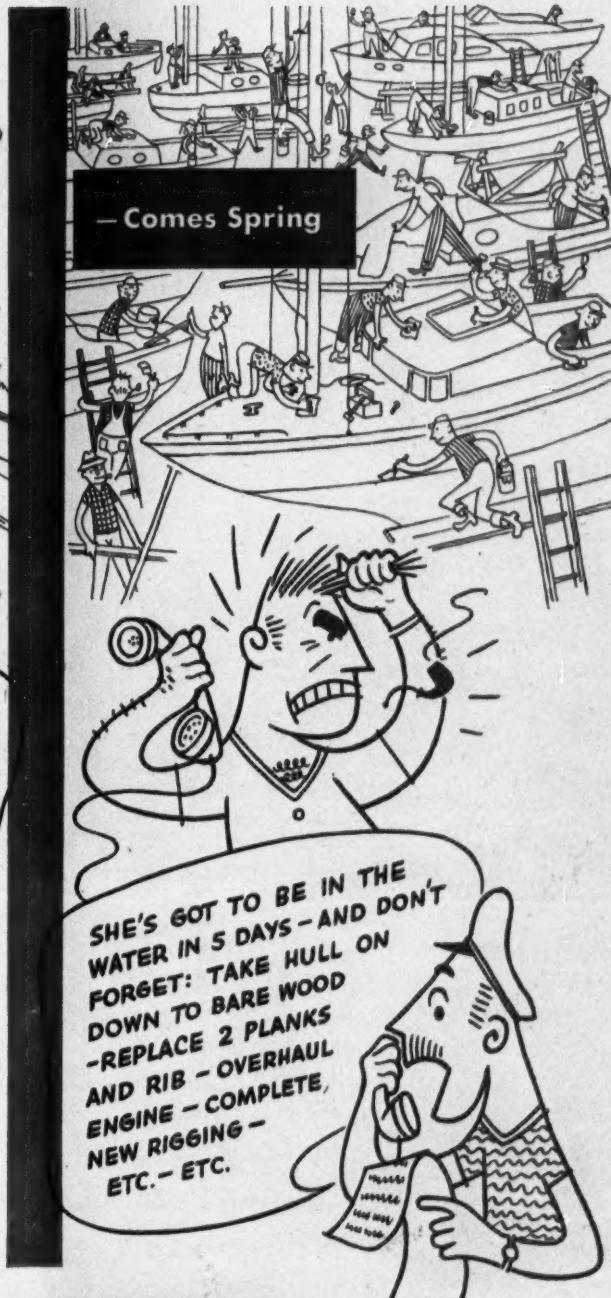
SUMMARY of the HONOLULU RACE of 1953

Course: Los Angeles Harbor to Diamond Head, Honolulu

Distance: 2225 Nautical Miles

Start: July 4th, 1953

Yacht	Rating	Owner	Club	Elapsed Time				Corrected				Place
				D	H	M	S	D	H	M	S	
CLASS A												
<i>Chubasco</i>	48.01	W. L. Stewart	Los Angeles	12	18	34	24½	11	07	12	48½	2 A-1
<i>Goodwill</i>	112.97	R. S. Larrabee	Newport Harbor	11	02	17	24	11	09	28	48	3 A-2
<i>Morning Star</i>	75.40	R. S. Rheem	Los Angeles	12	01	00	47	11	17	27	11	6 A-3
<i>Adios</i>	46.80	C. D. F. Jensen	Seattle	13	22	22	54	12	07	16	54	9 A-4
<i>L'Apache</i>	54.50	M. H. Wyman	Seattle	14	00	27	20	12	21	54	20	17 A-5
<i>Queen Mab</i>	59.79	Phyllis Brunson	Catalina Island	13	23	30	20	13	03	16	32	20 A-6
<i>Nam Sang</i>	52.99	D. W. Spiers	Los Angeles	14	15	44	18	13	11	07	06	23 A-7
<i>Fair Weather</i>	48.98	Fred Allen	San Diego	14	22	11	29½	13	11	09	05½	24 A-8
<i>Dragoon</i>	55.00	W. B. Holms	Royal Victoria	15	22	58	20	14	21	04	20	27 A-9
CLASS B												
<i>Chiriqui</i>	42.51	Tucker McClure	Balboa	13	16	33	39	11	16	04	51	4 B-1
<i>Aitorrante</i>	36.43	L. J. Whitney	Los Angeles	14	10	41	43½	11	17	00	55½	5 B-2
<i>Altamar</i>	36.34	K. H. Davis	Newport Harbor	14	13	37	27	11	19	38	39	7 B-3
<i>Tasco</i>	36.17	T. A. Short	St. Francis	15	02	16	15	12	07	43	51	10 B-4
<i>Yo Ho Ho</i>	41.20	Lloyd Rees	Berkeley	14	18	23	13½	12	14	41	13½	14 B-5
<i>Dirigo II</i>	41.69	J. W. Crawford	St. Petersburg	14	22	21	10½	12	16	52	22½	15 B-6
<i>Dorade</i>	44.00	J. F. Eddy	Seattle	14	22	39	36½	13	00	45	00½	18 B-7
<i>Silhouette II</i>	40.90	S. L. Murfey	Los Angeles	15	09	40	01	13	05	12	25	21 B-8
<i>Jada</i>	44.76	G. R. Sturgis	Catalina Island	15	04	46	02	13	09	26	14	22 B-9
<i>Landfall II</i>	36.66	W. F. Holcomb	Oakland	19	01	50	51½	16	08	55	39½	31 B-10
CLASS C												
<i>Stagbound</i>	26.98	Ira P. Fulmor	Newport Harbor	15	11	01	25	10	23	42	49	1 C-1
<i>Mistress</i>	27.47	W. S. Johnson	Corinthian	16	06	59	57	11	22	20	21	8 C-2
<i>Holanza</i>	25.06	D. J. Lawrie	Richmond	17	07	12	13½	12	08	57	13½	11 C-3
<i>Westward Ho</i>	27.37	W. R. Bell	Cabrillo Beach	16	18	53	26	12	09	40	50	12 C-4
<i>Primavera</i>	26.62	Paul Hurst	Santa Barbara	17	01	54	08½	12	12	34	20½	13 C-5
<i>Moonbeam</i>	27.98	O. Thorkildsen	Newport Harbor	17	00	20	05½	12	18	25	29½	16 C-6
<i>Coquette</i>	32.42	H. M. Brandstad	Stockton	16	11	10	59	13	02	32	35	19 C-7
<i>Faith</i>	25.50	A. E. Deimel	Kaneohe	19	04	25	53½	14	08	43	53½	25 C-8
<i>Allure</i>	33.62	Wm. Lacy	Waikiki	17	16	42	26½	14	12	59	14½	26 C-9
<i>Peer Gynt</i>	34.30	G. M. Morrison	Coyote Point	18	20	44	15	15	19	37	03	28 C-10
<i>South Wind</i>	28.86	E. R. Gallasch	West Coast	20	01	22	23½	16	00	02	35½	29 C-11
<i>Marmaduke</i>	30.05	W. E. Short	La Jolla Corinthian	19	21	51	09½	16	02	28	57½	30 C-12
<i>Bluejacket</i>	34.49	Baltzer & Pemberton	Aeolian	21	13	16	55	18	12	50	31	32 C-13



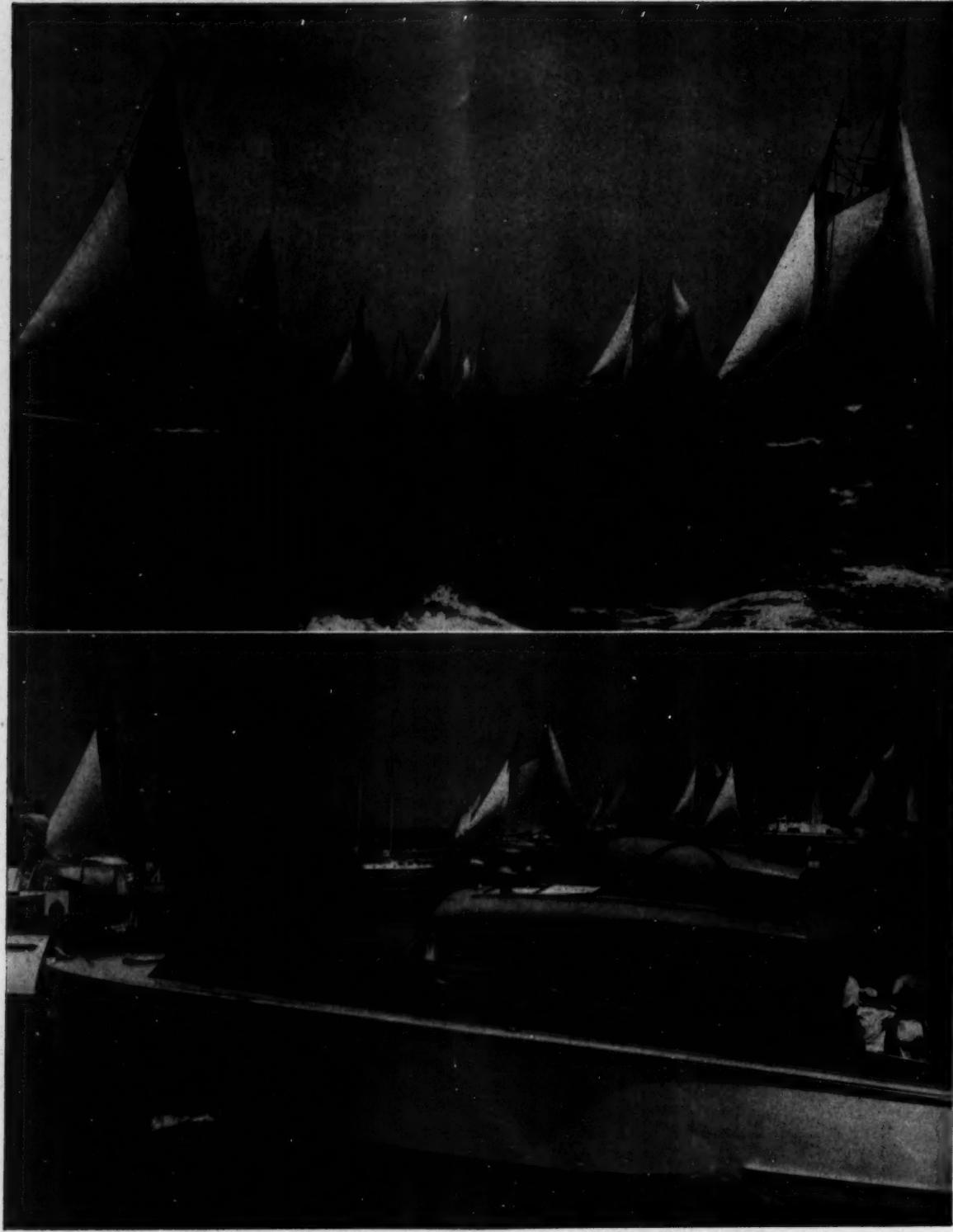
a lay-up hint from PETTIT

Why give yourself and the yardmaster grey hairs by waiting 'till spring to make repairs? At haul-out time, work usually can be scheduled so that more time and care is given to your boat. Here's a friendly hint: prepare a list of things you've discovered during the season that need attention. Discuss it with your yard foreman or owner. Incidentally, to help him do a better job, you might mention that Pettit makes a full line of marine specialties such as bedding and seam cements, glazing compound, fillers, glues, sealers and wood preservatives. And of course, when it comes to painting and varnishing . . . Pettit has been the quality leader since 1861.



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—Photographs by Harry Merrick

Start of the Honolulu Race on July 4th was a thrilling spectacle to those on the more than 1100 pleasure craft watching it, but the people who thronged the shoreline and the San Pedro breakwater could not see it at all because of the mist. In the upper photograph the four boats wholly visible are, left to right: Silhouette II, Morning Star, Chubasco, Goodwill and Allure. In the lower picture only a few of the contestants are identifiable.

No. 37 is the Coquette, Allure is in the center, Goodwill is unmistakable and the boat with the yard is the Landfall II.



—Photograph by Honolulu Advertiser

After finishing the racers were escorted into Kewalo Basin, which they occupied through the kindness of Hawaiian Tuna Packers and the fishermen. Here are some of the bigger boats moored within a dozen steps of race headquarters, most of them listening to reports on how Class B and C boats were eating away time allowances. In the foreground is Max Wyman's 72-ft. cutter *L'Apache*, Seattle Y. C.

WANTED - a Wind!

The Hows, Whys, Whens and Wheres of the Honolulu Race of 1953

By BOYD HILL

IN Honolulu they called the 1953 Transpacific Race "The Year of the Big Calm." What the sailors on the boats called it is unprintable. But like all TransPacs it had more than its share of the good things in ocean racing.

Actually the '53 classic was several races rolled into one. There was the normal dog-eat-dog battle under handicap allowances for the Governor's Trophy. Dick Rheems' big ketch *Morning Star* was racing against the ten-day-ten-hour all-time record she set in 1949, as well as against Ralph Larrabee's monster 161-foot schooner *Goodwill*, which had an 11,000-foot spinnaker and a crew that spoke of finishing in nine and a half days.

Quite a number of boats were racing against past performances they had established: J. Franklin Eddy's yawl *Dorade* was a former T-P champion; Bill Stewart's yawl *Chubasco* was a former first-to-finish; Prent Fulmor's little ketch *Stagbound* had memories of leading the pack on corrected time (briefly, until Alex McCormick's *Sea Witch* finished in the 1951 running); similar memories were shared by Tucker McClure's ketch *Chiriqui*; and M. H. Wyman's sloop *L'Apache*, Fred Allen's yawl *Fair Weather*, George Sturgis' schooner *Jada*, Lloyd Rees' cutter *Yo Ho Ho*, and Tom Short's yawl *Tasco* all were TransPac veterans hoping to do better than ever this year.

There were two grueling struggles slated for the 2,225 miles between San Pedro and Diamond Head. *Morning Star* vs. *Goodwill* got top billing, but there was almost as much interest in the sister-ship duel between the pair of California 32 class sloops *Altamar* and *Atorrante*, owned

by K. H. Davis and by Lew Whitney Jr.

One of the best things about the '53 running was that everybody knew how it would go. The fleet would get its usual start, with the faster boats rounding the west end of Catalina while the slower ones plugged along. In a few days the leaders could catch the torrent air of the trade winds pouring off the dependable Pacific High, and would romp down the line, moving ever faster the closer they got to the finish. Schooners would drop off southward, while the yawls and single stickers would keep northerly. A handful of smaller boats would strike it lucky—or maybe play it smart—and save enough on handicaps to take top spots on corrected times. Practically everybody would be in Honolulu early enough to take in all the parties scheduled. . . .

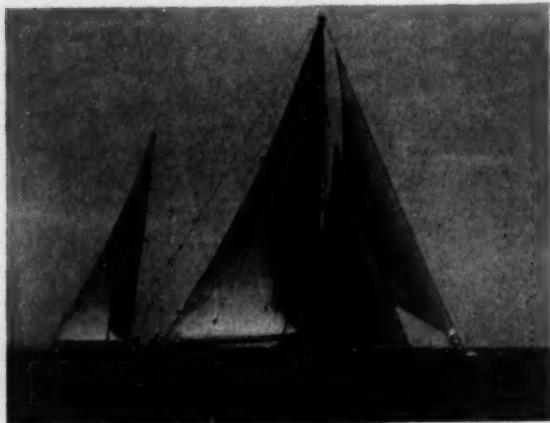
So the 32 boats hit the starting line outside San Pedro's breakwater at noon on July Fourth, with a reasonable wind moving them along. The bigger boats headed for Catalina's far end, and everything was running according to the script. The champion *Morning Star* forged out into the lead, followed by *Chubasco*, with *Goodwill* (which, the experts agreed, had to have a gale of wind to get moving and keep going) in third spot. It kept on this way for a couple of days. Then somebody threw the scenario out the window.

The villain was that "good ol' dependable" Pacific High. It went all to pieces, literally, and for all practical purposes threw parallel bands of near-flat calms across the race course.

First boats to be hurt were the slow tail-tenders, who were expecting to have trouble getting away from Catalina,



—Honolulu Advertiser Photo
Prent Fulmor (in bow facing aft) and his tired but happy crew mooring in Kewalo Basin. It was the consensus of opinion that he and his crew earned their victory by careful planning and study and good head work. *Staghound* is an Alden design, as is the Class B winner, Tucker McClure's *Chiriqui*. The last-named is now on her way to a circuit of Tahiti, Manga Rava, Pitcairn, Easter Island and the Galapagos.



—Photograph by Harry Merrick
Above: While R. S. Rheem's 96-ft. ketch *Morning Star* did not finish first, she still holds the all-time record elapsed time for the race.

Below: The Coast Guard cutter *Yocona* served as both starter boat and escort vessel. Thad Jones went along to keep track of the relative positions of the contenders on both actual and corrected time, using an ingenious plotting method.

—Official Coast Guard Photo



—Photograph by Harry Merrick
W. L. Stewart's 67-ft. yawl *Chubasco* took second in the fleet and first in Class A, a splendid showing. Her Watts sails show to good advantage here. Incidentally, it is notable that the first seven places in the fleet went to boats with Watts sails.

but never expected to be caught there like flies on flypaper. W. F. Holcomb's schooner *Landfall II*, and ketch *Blue-jacket* owned by Irv Baltzer and Verne Pemberton, limped along for days, making 24-hour runs of 20 to 60 miles, and getting put out of the race practically at the start.

But the front runners were having their troubles, too. All except big *Goodwill*, which confounded the experts by moving along at a smart enough pace to take the lead on the third day. *Morning Star* slipped into second spot ahead of *Chubasco*, and that was the story of the elapsed time contest. For the rest of the voyage the Big Three occasionally bunched up, but maintained their positions. The closer they got to Hawaii the faster they moved, but the slow going in mid-race had thrown out any chances of breaking the all-time record. Only rough part of the trip for *Goodwill* was when her spinnaker backed while she was making 12 knots, but nothing let go.

First leader to finish in daylight hours since before the war, big *Goodwill* roared over the Diamond Head line at 11:17 the morning of July 15. Carrying spinnaker, jib, gollywobbler, fore tops'l, main, and main tops'l, she was "moving faster than any sailboat I ever saw," as one TransPac veteran put it. She literally and actually ran away from the committee powerboats. Her time was a very respectable 11 days 2:17:24.

Her arrival started the battle for corrected time honors. *Chubasco*, third boat to finish, held the fleet lead for a time, and nailed down her place at top of Class A. *Chubby* had had a rough time on the home stretch, alternating between gusty trades and slatting calms, but that was nothing to the strain her crew suffered as reports began to come in from Tucker McClure's ketch *Chiriqui*.

Cheery was also sweating out the wretched weather afloat, but was moving down to a finish that might give her top honors on corrected time. But time ran out before she finished.

So *Chubby* still had to fret. She had the edge on most of the possibles, but *Atorrante*, *Altamar*, *Staghound*, and

Walt Johnson, Jr.'s small sloop *Mistress* still could finish in time to win. With rising spirits the afterguard of *Chubasco* watched the clock run out on the two California 32s (*Aotorrante* finally beat *Altamar* by less than three hours), leaving only *Staggering Hound* and *Mistress* to worry over. Presently Johnson's reports indicated *Mistress* was out of the race. But of *Stagbound* there had been no word and no sighting report since July 12.

Sunset of July 19 ended the hopes of *Chubasco*. Lookouts spotted *Stagbound* galloping down Molokai Channel, short miles from the finish line and not needing to cross until 3 a.m. to beat *Chubby*. At 8:01:25 that evening the *Hound* passed Diamond Head, becoming the "unofficial but certain" (as race officials put it) winner of the 1953 TransPac.

Credit for *Stagbound*'s win should be divided between (1) the skipper's strategic forethought on the matter of handicap rating; (2) his wise all-weather preparation; and (3) an intelligent and hard-working racing crew.

As to (1): Reduction of the size of *Stagbound*'s main-sail added a reported 12 hours to her handicap allowance. For (2): Everybody knew it was going to be a heavy weather race. Fulmor added some special light-weight canvas to *Stagbound*'s sail locker which, according to the crew, kept the boat moving in the slow going. And on (3): "We had to slack sheets to keep moving after passing Catalina," reported navigator Bob Leary, "So we sagged off south. Then when the Pacific High began to break we knew the south side would be best, and covered everybody who came down that way. Finally we did a lot of 'squall-chasing.' We'd see a squall making up on the horizon, and we'd run over to it, and keep moving in it while we could. We worked like dogs, but we kept her going."

With the race decided, it was the turn of the Honolulu Committee to get nervous. Most of the boats were still at sea, and it was only a day until the scheduled presentation party. Would they have to change the date?

Weather finally cooperated. Brisk trade winds picked up, and brought the majority of contenders over the finish in time for the big party on the 21st.

It was a Big Party for fair. An estimated 3,500 yachtsmen, guests, and spectators jammed the surfside terrace of the Royal Hawaiian Hotel on a beautiful, clear, cool evening. The koa-wood canoe model that is the Governor's Trophy was brought in as part of a pageant, escorted by a Hawaiian "chief and chiefess" in colorful costume, and preceded by a chanting *kahuna* or priest. Songwriter-yachtsman Andy Anderson acted as master of ceremonies and presented two new songs about the TransPacific Race (including one aptly titled ("The Sailor With A Puka In His Head.")) Governor Sam King, who doesn't like *aloha* shirts—he came in a business suit, to uphold the dignity of office—and awarded the top trophy to Skipper Fulmor and *Stagbound*'s crew.

Skipper Rheem of *Morning Star* turned the huge First To Finish plaque over to *Goodwill* Skipper Larrabee (along with the challenge that he and *Morning Star* would take it back in 1955) for display at Newport Beach YC. Commodore Johanson of TransPacific Yacht Club presented individual awards to skippers of all participating boats. Class winners (*Chubasco*, *Goodwill*, *Morning Star* in Class A, *Chiriqui*, *Aotorrante*, *Altamar* in Class B, and *Stagbound*,



—Honolulu Advertiser Photo

Hawaiian Governor Sam King (left) presented the top trophy of the race to Prent Fulmor, owner of the winning *Stagbound*. The trophy is a koa wood scale model of a Polynesian outrigger canoe. Prent and Mrs. Fulmor do not seem exactly pleased.

Mistress, and Don Lawrie's yawl *Holganza* in Class C took their trophies, too.

Individual awards included chronometers for winning navigators in each class (Henry Dupont, *Chubasco*; Charles Kierulff, *Chiriqui*; and Bob Leary, *Stagbound*), a special plaque for the Coast Guard cutter *Yocona* which escorted the fleet and acted as communications ship, and the "Christine Jorgenson" trophy to Rheem of *Morning Star* for the "second most interesting conversion of the year"

(Continued on Page 68)

Dick Rheem (right) surrenders the first-to-finish plaque to Ralph Larrabee of the *Goodwill*. Probably their vessels, the *Morning Star* and *Goodwill*, are due for another duel in the 1955 race. *Goodwill* not only sailed the course surprisingly fast in the rather light going, but accomplished the amazing feat of 3rd in the fleet on corrected time. The big fellows are usually farther down the list after time allowances are applied.





—Photograph by Ken Ollar

Slo-mo-shun IV, affectionately known as "The Old Lady" and "The Family Runabout," came through to win the Gold Cup for the third time. Just one more among her many laurels.

THE "OLD LADY" DOES IT AGAIN

Slo-mo-shun IV Outspeeds, Outsmarts and Outlasts the Field

SLO-MO-SHUN IV of Seattle is the greatest speed boat and the most dependable that the world has ever known. She proved this conclusively by completely dominating the Gold Cup race on Lake Washington August 9 and winning her third Gold Cup event in four years.

This fabulous racer that is owned by Stanley S. Sayres, fathered and mothered by the finest hull and engine technicians that ever nursed an unlimited racer, and adopted by millions of adults and children in Seattle and on the Pacific Coast as their darling of speedboating, sits atop the highest pinnacles of racing with the following record:

Slo-mo-shun IV is winner of the 1950, 1952 and 1953 Gold cup races; winner and present holder of the Harmsworth (international) trophy, holder of the mile straight-away record at 178-plus mph, possessor of many lap, heat and race records, and the second boat in history to ever win

three Gold Cup events.

In piling up a perfect score of 2000 points for her 1953 victory she is the first Gold Cupper to accomplish this in several years. In fact, of the three successive Gold Cup races held in Seattle this is the first time the winning boat has gone the full three heats for a total 90 miles. In 1951 the Quicksilver accident caused the final heat to be stopped. In 1952 *Slo-mo IV* threw her prop in the first heat and had to sit out that heat only to return and win the final two for Gold Cup victory.

Slo-mo IV averaged 95.268 mph in the first heat, 92.014 in the second and 90.557 mph for the third heat. She averaged 92.613 mph for the 90 miles which was run over a newly established course length of 3.75 miles. She went 24 laps during the afternoon and was out of first place for only three short, thrilling intervals during the



The crowd liked the hard fighting, affability and sportsmanship of Lee Schoenith, (left) driver of Gale II, and his father Joe Schoenith.

Between the second and third heats, a conference between Slo-mo's owner and drivers. Joe Taggart, left; Stanley Sayres, center; and Lou Fageol.





—Photographs by Ken Ollar

Such *Crust V*, driven by Bill Cantrell, looked good at times, but never had a prayer when the going got hot. Right: *Miss Great Lakes II* had us all worried before the race, but did very little. We were all sorry to see her drop out.

entire day.

It was do-or-die for the grand "Old Lady" of the Stanley Sayres camp, which has now won the Gold Cup four straight years—and she DID. *Slo-mo-shun V*, 1951 Gold Cup winner, suffered a terrific wrenching and smashing and settled deep in the water when her prop broke during the day she was to qualify. It was miraculous that *Slo-mo V* was even back in the water before race time. Then a carburetor clogged and she couldn't answer the call to qualify at the last moment.

No secret at all that this pitted *Slo-mo-shun IV* against five aggressive Detroit boats, drivers and owners who would extend everything they had in racing ability, collectively and singly, to get the winning boat over the line and the trophy back home. That was the drama of the race. Good Ol' "Four" had the speed, maneuverability and driving genius, but let one key nut come loose, one little line clog and one of the five other challengers was sure to coast home to victory. More than 250,000 people stood tense all afternoon, looking on, mindful that nothing could beat *Slo-mo-shun IV* but some mechanical fate.

Joe Taggart drove her across the starting line for the first heat in first place. Pounding right at his spraying rooster tail down the first stretch was *Gale II*, running beautifully, driven greatly by Lee Schoenith, son of affable owner Joe Schoenith. There was your pattern of the whole afternoon.

They fought furiously around the south turn into the back stretch. The rest of the field was settling back. Up the east back stretch *IV* began to widen the gap into a several hundred yard lead.

Slo-mo roared across the line to complete her first lap. *Gale II* was just coming out of the North turn, straighten-

ing up, 1500 feet back, a tough, dangerous competitor.

The two boats went at it for three laps, then *Gale II* faded a little and the hard pressure was off. Both settled down to finishing the heat at a modestly fast clip well ahead of the field. *Slo-mo's* fastest lap was almost 102 mph and *Gale II* took second place 20 seconds slower. *Miss Great Lakes* lost her shaft on the first lap. *Miss United States* was a poor last, averaging only 69 mph. *Such Crust V* finished third for 225 points and *Such Crust III*, the big twin-engined job, was a slow, but steady fourth in the first heat.

Heat two: Lou Fageol, unable to drive *Slo-mo-shun V*, drove *IV* in the second heat. Lou, the master of the split-second-timed race starts, went across the line in last place. Cantrell in *Crust V* was in the lead. *Gale II* was right up there. Deep into the South turn rollicking Lou Fageol "let her roll." As they straightened out for the back stretch he jumped into the lead. At the same time, *Crust V* lost her propeller. Around they came to start lap two with *Slo-mo* leading *Gale II* by 50 yards or a little more. Then came the thriller of the day. The south turn was approached. Fageol was wide and Lee Schoenith on the inside. Fageol didn't see it coming. Schoenith moved up and out. Fageol was taking a fire hosing and *Gale II* bolted into a good lead. *Gale II* won lap two and started lap 3 in first place with *Slo-mo* beginning to wind up. Again into the south turn the two racers bounced and roared. Schoenith chose a big U turn. Fageol ran an inverted V. When he came back down this V he picked the inside deep in the south turn and shot into the lead again, never to be headed. From then on it was widen and hold and they ran out the race similar to the first heat until the last lap. *Gale II* eased way off and thundering *Such*



Left: *Gale II*, although game, just didn't have what it took.

Such *Crust III*, driven by formidable Chuck Thompson, even with her two engines, didn't have the speed. Probably was not tuned to her peak.





Start of the first heat, with Slo-mo and Miss Great Lakes neck and neck.

—Photographs by Ken Ollar

Crust III shot into second place at the finish line. *Gale II* had dropped some precious points in that last maneuver.

By now the strategy was set for the third heat. *Slo-mo* couldn't be outspeeded nor outdriven. Joe Taggart was to be back at the wheel for the third heat. He was doing a masterful job. Tight on the turns. No room for someone to get in on him. At times he shaved the buoy within three feet. *Gale II* would be out there pushing *Slo-mo* as hard as possible. The two *Crust* boats would be plowing around ready to take advantage of a breakdown.

Such Crust V wrestled the lead for the third heat's start. *Slo-mo* got into first place in a hurry. *Gale II* forged into second and these two best boats were at it again. *Gale* pulled up on the backstretch in the third lap within 100 yards. *Crust V* had thrown a prop and went out.

Taggart was driving cautiously, tighter on the turns, determined not to coast across, nor to burn up anything needlessly. The third lap too was his, if there were no mechanical failures. The hometown crowd was tense and suddenly it was all over but the shouting. *Slo-mo-shun IV* had run a perfect race, grabbed all the points and stood as the boat that must be challenged in 1954.

Gale II was second and *Such Crust III*, with Chuck Thompson at the wheel, was third.

For the afternoon, *Slo-mo-shun IV* had 2000 points,

Gale II, 825; *Such Crust III*, 694; *Miss United States*, 294; *Such Crust V*, 225 and *Miss Great Lakes* no points.

Few had realized that *Slo-mo-shun V* had come in at the end of two heats showing strain on her shaft and propeller. An already tired crew pitched in and changed the delicately aligned shaft, propeller and strut bearing. They had her in the water in only minutes before the third heat and she performed without trouble through the final heat.

Before the third heat Joe Taggart said, "More Gold Cup races have been lost by drivers who went too fast than by those who could resist the urge and slow off a bit. It takes a lot of patience to go a little slower." That was just the kind of race Joe ran in the third heat. Speed when he needed it, a mite slower when it was wise.

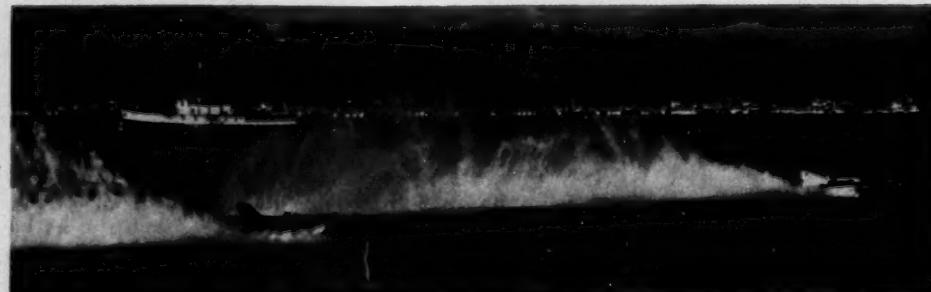
Young Lee Schoenith stole the show among the challengers from Detroit. His *Gale II* ran well and his driving was excellent. He has many racing years left and from now on will bear the status of veteran driver. He gave the *Slo-mo* the kind of competition the crowd likes to see.

Among the racing suppliers who had equipment and supplies on the winning *Slo-mo-shun IV* were General Petroleum with Mobilgas and Mabiloil, Champion Spark Plug, Western Gear Works, International Nickel and Glass-Fiber & Plastics Supply, Seattle, which molded the new tail fin.



Start of the second heat. Lou Fageol in Slo-mo was right in the middle of the rooster tails, but he overtook them all by the middle of the back stretch.

Start of the third heat. Such *Crust V* was out in front for a few brief moments before Joe Taggart gave "The Old Lady" her head.





—Dick Hoffman Photo

Winners in the Inter-Club Tournament July 25 and 26. Left to right: Roy Wolcott, So. Cal. Tuna Club; C. K. (Chili) Jones, Tuna Club of Catalina; Alan LeSavoy, So. Cal. Tuna Club; Bert Devers, Light Tackle Marlin Club; and Gordon Collings of the same club, which was the winner of the tourney.

FROM THE ANGLER'S CHAIR

THERE was great joy at San Diego, the season's first marlin had been caught. On July 20, Al Ogle took the fish eight miles west of the Coronados, after a 30-minute fight. President Al Penrose of the San Diego Marlin Club reported the fish weighed 164 pounds. It was taken on heavy tackle with a flying fish bait off the Ogle's boat *May-Dee*. And late flash—Al took the second, himself, a 131-pounder, as we went to press.

Spectacular News

from San Diego is that after an absence of 15 years, bluefin tuna were being caught off the Coronados in schools. In the early 30s toward the end of June and July, bluefin used to show up by the hundreds. For some reason, these fish disappeared for 15 years. Known as one of the fightingest game fish, bluefin can play havoc with an angler's gear.

Albacore

done gone North. At least that is what some fishermen claim who sighted longfin off Vancouver B. C. in schools July 22. First fished in B. C. in 1948, they became a two million dollar annual crop, until they disappeared in 1951. They hadn't been seen up there for two years.

Forty-One Boats

went out looking for albys July 25 and 26 for the 8th annual Interclub Tournament—the worst ever. On Saturday two boats caught fish, one one, and the other three. On Sunday 41 boats caught 20 fish. Nevertheless the tourney was deemed official with honors going to the Light Tackle Marlin Club. The Tuna Club of Avalon was second, and the S. Cal. Tuna Club, third. The 26-ft. Higgins *Feather* was high point boat, owned by Ellis Arkush and Burt Devers.

The Women

outdid the men in Balboa Angling Club's Men's vs. Women's tournament, July 18-19. Each team had ten boats, the men captained by Phil Johnston, the women by Mrs.

Olive McKenzie. They took 40 fish, the women winning by four points. Mrs. Jerry Breer took the largest fish for the women, and took high point honors aboard the high point boat *Billou*. Eddie Groenendyke Jr. took men's high point, while Ray Donald took largest fish and Phil Johnston's *Peteckin III* took high point boat for the men.

(Continued on Page 70)

—Photograph by Van Nostrand
Al Ogle with the first marlin of the season at The Marlin Club of San Diego. It was a 164-pounder.



We stopped at Rosario, Orcas Island, where the Rheem estate is located. The two outboard craft, Jerry Bryant's Sea Bee and the Rheem cruisers are all easily spotted. This is an intensely interesting spot.

Week Ending in the SAN JUANS

FOUR of us took off in an 18-foot outboard cruiser for two wonderful days cruising on a weekend in the San Juan Islands and had as much fun as we've ever had on any boating trip.

The whole point of this story is that this was anything but a "roughing-it" trip filled with dramatic boating crises. It was quite the contrary. We were as comfortable as we could be. We enjoyed a deluxe trip without incidents or mechanical problems. We had some wonderful meals at one of the San Juans' many fine inns and a wonderful sleep in comfortable beds while the rain poured down during the early morning hours—then obligingly stopped.

We have seen a whopping big fleet of folks have a whale of a lot of fun with the modern, advanced rigs comprised of an outboard motor, a good boat and a trailer for getting to the distant shores of one's fancy. There have been 45,000 outboard-powered boats sold in the Northwest since 1948 and they are used as runabouts, cruisers, for sports fishing, water skiing and sundry ideas for fun on lakes, rivers and Puget Sound.

The more we talked over this fun with outboard boating that has been enhanced by constant equipment improvements and the development of good trailers for a mobile approach to a boating wanderlust the more we came to the conclusion that we ought to get busy and plan a trip ourselves.

Chart of our week-end cruise. We covered a lot of territory, especially when it is remembered that we towed the boat on a trailer from Seattle to Anacortes and back.

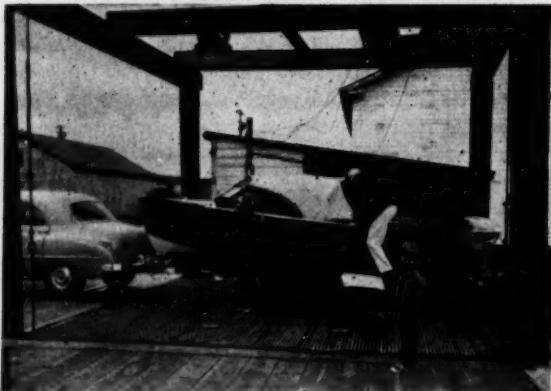


Our first decision was to plan a course that would begin with moving the craft over a highway route so our whole time could be concentrated on cruising the area we selected. Our next consideration was to leave on a Saturday at a comfortable hour and be home on a Sunday night at an early time. Therefore we'd be taking no more time for a long cruise than is customarily available to the average family where father has Saturday and Sunday off from work.

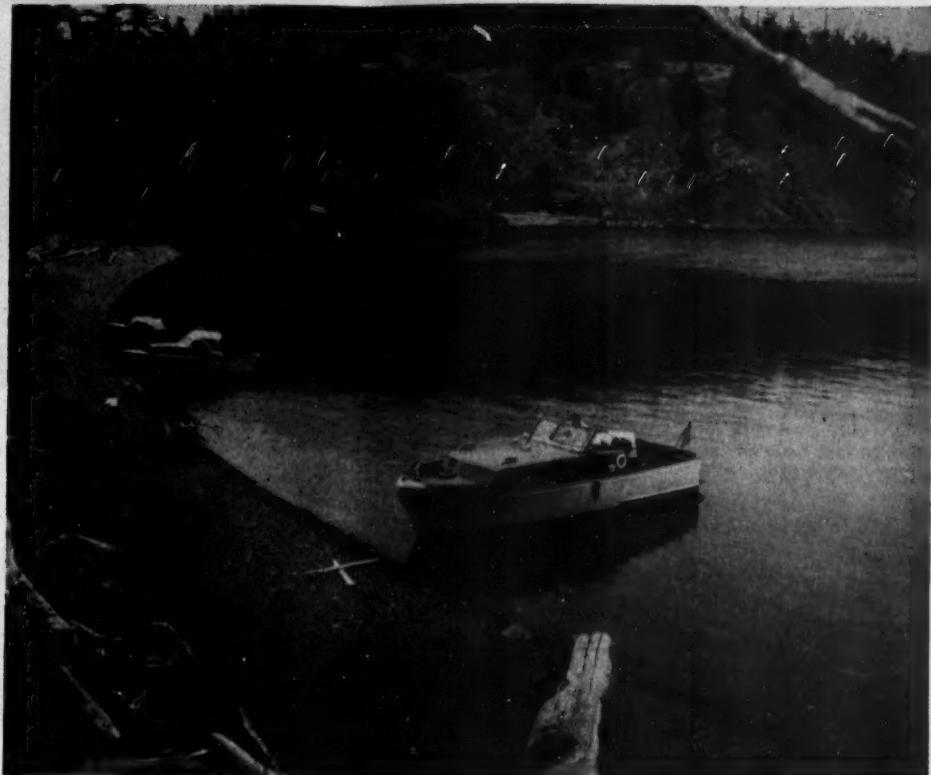
We left Saturday morning from Seattle, June 20, at 7:30 A.M. We were home sitting in our easy chairs at 8 P.M. Sunday, June 21. We had hauled our outboard craft to Anacortes, Washington at a brisk 50 mph (that's legal speed limit), a distance of about 80 miles and had her floating, ready to go by about 10:30 A.M. From then on the georgeous San Juan Islands and their many coves and beaches were all ours for the mere flip of the wheel and throttle—and at water speeds usually around 20 mph.

Our equipment consisted of an 18-foot Bryant Seafarer with windshield, side windows and a folding canvas top; the power was two Evinrude 15-hp motors with gearshifts, dual remote controls for throttle and shift and a steering wheel connected from the bow seat; fuel was supplied through-lines from three six-gallon portable outboard tanks stowed under the seat lockers. Our trailer was a Chris-Craft boat trailer.

The 18-ft. Seafarer is backed onto Jack Crouder's launching platform at Anacortes. It is simple and efficient, an elevator.



A rendezvous with other boats at James Island. Dan Lundin's Chris-Craft in foreground; the Graham's 21-ft. Voyager with 25 H.P. Evinrudes, center; our Seafarer in the background.



The crew of four begins with Latham Goble, our Skipper, who is vice-president of Bryant's Marina, and former outboard racing champion, and the guy who was just as eager as the writer to answer the question we had posed: "How far advanced is outboard cruising?" Next we introduce Mrs. Goble, "Denny," an outboard racing women's champion who has long since graduated to deluxe cruisers, and 5-year-old Jimmy Goble who was along to represent the younger generation and also because he wouldn't think of staying away from a chance to start the outboard motors. Someone had to make this report, so that assignment went to one of *Sea and Pacific Motor Boat*'s editors, Bob Walters, whose 6 feet, 3 inches of height proved conclusively that there is no "writers cramp" existing in an 18-footer because he stretched out athwartship with a life vest for a pillow and enjoyed a couple of swell snoozes to the lull of the outboards.

We pulled our trailer into Anacortes, which is on the doorstep to the San Juan Island region, and drove to Jack Crouder's newly re-done boat rental and launching establishment alongside the little, picturesque Guemes Island ferry dock. Jack Crouder is an old timer around those waters but he is like a youngster with his enthusiasm for this outboard boating and fishing. He has built a fine, electric hoist type of launching platform. It is literally an elevator. His decks surrounding the unit are spacious and it is a simple matter to pull in and back the trailer onto the platform for a quick launching of the boat. The charge is \$1.50 for putting the boat into the water and taking it out again. His fine service is commendable and recommended. It brings to mind again the need for constant development of launching ramps and facilities in the key boating spots as a part of the marine parks and moorages developments. Boat sales are mounting and facilities are needed. Crouder also rents boats and we saw a lot of fine bass and salmon coming ashore with happy anglers.

A couple of pulls on the motor cords and we were on our way headed west into the San Juans. The weather was

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Below: The X's mark Denny and Latham Goble, surrounded by the Grahams, the Hesslers and the Lundins, all wishing the Gobles a happy wedding anniversary day.



A couple of Bellingham fishermen arrive, one with a fine big bass and the other with a plump salmon.





—Photograph by Ruskauff

Randy Van Noy, Arlington driver of 68-C, won honors in final heats among 32 B Class Runabouts, top class as 87 boats in seven fleets battled June 28 in the Stock Outboard Championships of Region 12, APBA, at Mission Bay. Ronnie Rima, (208-C) of Newport Beach placed second here, but snared both B Hydro and D Runabout titles for the day's top laurels.

Roaring and Leaping

THE Anchorage Outboard Club staged its big July 4-5 race with great success. The Fourth race was held on Lucille Lake, reports Bill Oswald, club treasurer, some 70 miles from Anchorage, sponsored by the Shriners of Anchorage.

Results:

B Utility: Glenn Brewster, West Hillman and Leo Gagne.

B Stock Hydro: Harry Lyons, Lewis Fitzgerald and



Tom Williams and Harry Walker (above) set a new record in the Klamath River White Water Race in July.

Below: When his competition faltered in the second heat of the Region 12 APBA Championships, steady Dave Wright of Needles went on to win the C Runabout title. This meet proved to be one of the top summer regattas.



Glenn Brewster.

C Service Hydro: Lewis Fitzgerald, Merle Young and Harvey Young.

D Runabout: "Pic" Pickens, Glenn Brewster and Harry Lyons.

D Stock Hydro: Lewis Fitzgerald, Pic Pickens and Glenn Brewster.

Free-for-all: Lewis Fitzgerald, Glenn Brewster and Bill Oswald.

Handicap Race: Wes Hillman. Perpetual trophy donated by Pacific Marine Supply Co., Seattle.

July fifth race was held at Lake Spenard, 3 miles from Anchorage. Results:

A Stock Hydro: Ted Pfeifer, Paul Ambacher, Wes Hillman; C Service Hydro: Lewis Fitzgerald, Bill Oswald and Joe Klouda.

D Stock Hydro: Lewis Fitzgerald, Pic Pickens and Glenn Brewster.

Free-for-all: Lewis Fitzgerald, Pic Pickens and Glenn Brewster.

In August the club journeys to Fairbanks, for the Second Annual Marathon from Fairbanks to Nenana, 85 miles and return.

Region Stock Championships

Mission Bay at San Diego welcomed stock outboard racers competing for championships of Region 12, APBA, in July. As usual elimination heats were required for the

(Continued on Page 78)

A view of the pits at Lake Spenard, near Anchorage, Alaska, where the Anchorage Outboard Club staged a race in July.



NEW PRODUCTS

RAYTHEON GAS MONITOR

OF unusual interest to the small boat owner is a new Raytheon Mfg. Co. product, the Raytheon "gas monitor," a device which detects gasoline fumes and gives the alarm before the danger point is reached. Two models were shown at the recent Raytheon sales conference where two new models of depth sounders were also



Finger-tip control with Chris-O-Matic electric-hydraulic controls, a new shifting mechanism that enables the whole family to handle the boat easily and safely. For single or multiple engine installations.



Below: New and improved General Air Horns, of spun brass and fitted with large diameter bronze alloy diaphragms. Operate on compressed air, butane or propane. Write SEA & PACIFIC MOTOR BOAT for further information.



on display: the DE-116 Fathometer Junior indicator with a depth range of 60 or 120 fathoms and the DE-112 Fathometer recorder with a dual range to 25 to 50 fathoms. A complete line of radiotelephones consisting of four models with output ranging from 10 to 100 watts, was also shown.

MARINE GLASS GLOSS

A NEW paint, Marine Glass Gloss, has been developed by Stanley Marine Products Co. of Long Beach, Calif. The formula No. 100 contains a high percentage of titanium which protects the finish from salt action. Its high resin content provides an elasticity which prevents cracking. Glass Gloss, available in six colors, does not contain any lead which otherwise might cause acid discoloration. For further information, write *Sea and Pacific Motor Boat*.

NEUTRAL OPTICAL GLASSES

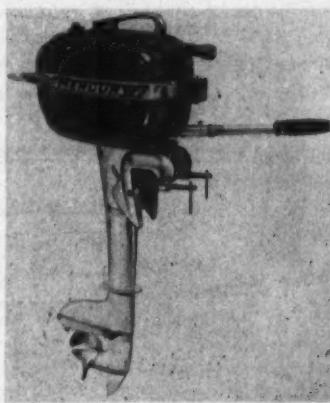
BAUSCH & LOMB OPTICAL CO. has developed a neutral gray optical glass which transmits every color in the visible spectrum without distortion. Boating men and women will

Left: Nylon starter rope for outboards is a new product of American Mfg. Co., Brooklyn, N. Y. It is pure Nylon, 3/16" diameter, fitted with a polished wood handle.



Right: Sudbury Laboratory recently announced its new model XL Aqua-Clear Feeder. Can be installed with either inlet or outlet at the top. It puts a thin, glass-like film over all surfaces in the water cooling system.

find these new Ray-Ban G-15 sun glasses of great usefulness for they will absorb 85 per cent of visible light and admit the 15 per cent necessary for sharp vision with no distortion of any color in the visual spectrum. Of particular interest to boating people, too, is the fact that the glass eliminates potentially harmful invisible infrared and ultraviolet rays, thus cutting down on the constant glare from sun and reflected glare from water.



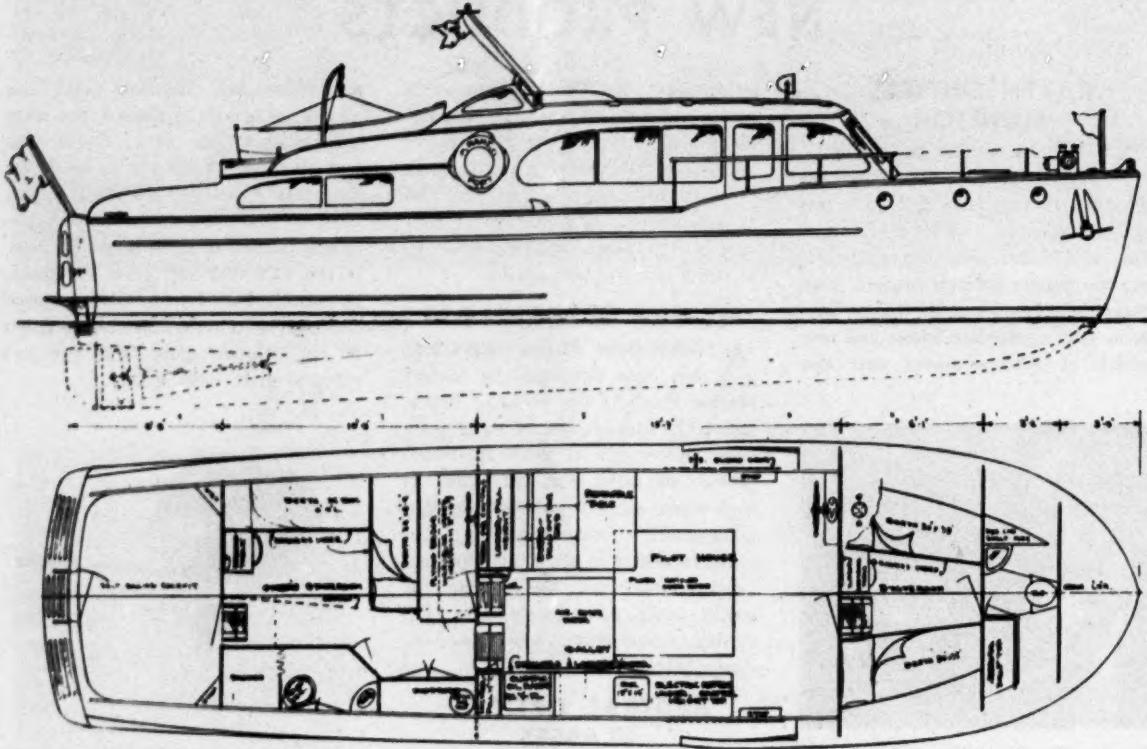
For use on light runabouts is the brand new Mercury Mark 5, 5 H.P. outboard motor, manufactured by the Kiekhaefer Corp. Features include neutral clutch, anti-friction ball and roller bearings, water-proofed magneto and spark plugs.



Creger Catamaran's new Beachcomber, an 18-footer available in finished or kit form. Has attachment for outboard motor.

Below: Mercury Boat Co., Burbank, Cal., announces a new line of Mercury Water Skis, featuring all-laminated construction. Finish is of a very durable clear plastic.





A 46-FT. DIESEL CRUISER

**A "Development Boat," Using the Principle of
Lamination of all Possible Structural Members**

THIS new Diesel-powered 46-foot Edwin Monk-design cruiser is building for Bellingham Shipyards at its own plant and is a "development-idea" power cruiser.

Bellingham Shipyards are among the nation's leaders in the current minesweeper program in the development of a lamination plant and use of this material. Many of its laminations are being used in other boat yards, too. In the meantime this lamination division has been applying its designing and product to commercial work and fish boat repair jobs where new stems, keels and structural members have been needed for replacement.

Now, as a spare-time project, key men at Bell-Ship, including Art Nortdvedt, hull superintendent, are using some of their own after-hour time in the building of this cruiser and the application of considerable lamination. They expect to add considerably to the data and facts on the use of laminated woods in boatbuilding.

The hull is round-bilge, Monohedron design and structural members are of laminated woods as follows: stem is laminated white oak, keel is laminated Douglas Fir, and so are the horn timber, shaft log, forward shelves, engine girders and deck beams. The boat will be Everdur bronze

fastened and all tanks are fibre-glass reinforced plastic manufactured by American Fabricators Division of Bellingham Shipyards Co.

The main engine is a Series 6-71 General Motors Diesel supplied through Bellingham Engine Co. and turning out 200-hp. @ 2000 rpm and 180-hp. at 1800 rpm. The cruiser will have a top speed of 15 knots.

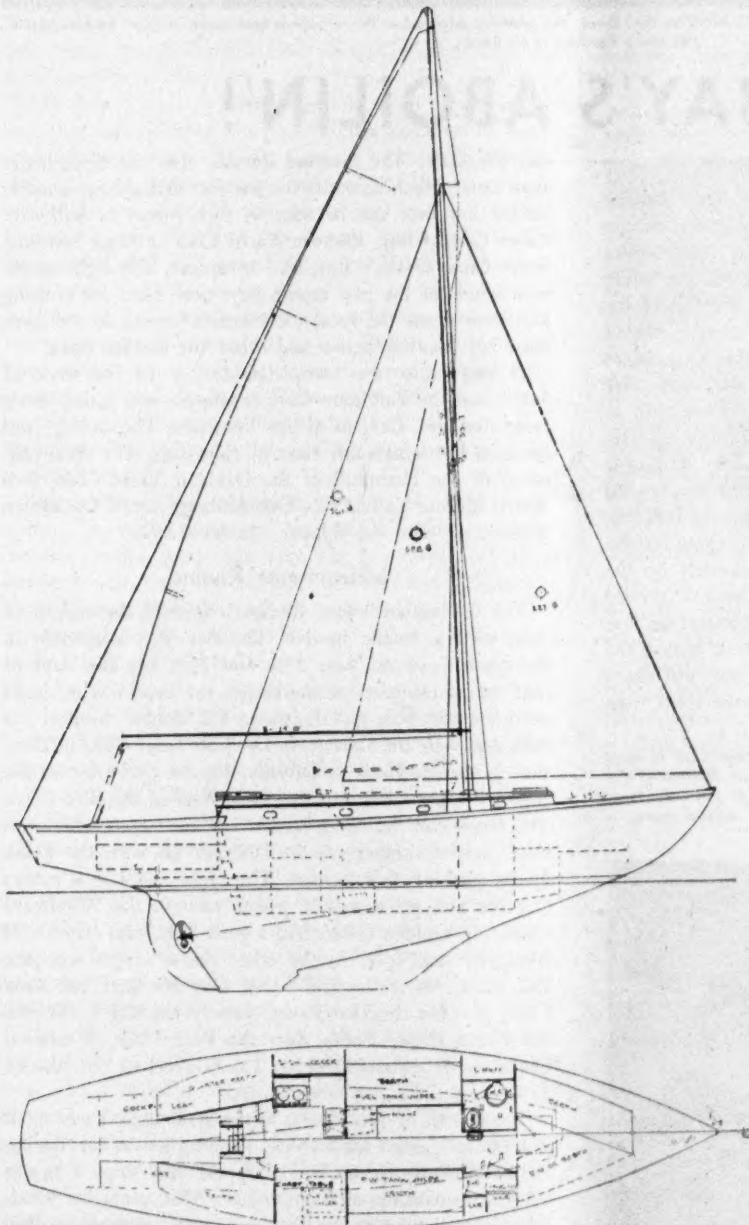
A GM, Series 2-51 (valveless type) Diesel, is the power for the auxiliary generator and will deliver for a 32-volt DC service.

This GM 2-51 auxiliary has a clutch controlled from the pilothouse. This clutch can be engaged to drive a feathering propeller for salmon trolling. The shaft for this trolling propeller is to one side of the main shaft and is strut mounted. While the main shaft is center-lined for this single-screw engine the trolling prop and shaft will be mounted much like those on a twin-screw cruiser. Both shafts are Goodrich Cutless Bearing-equipped.

Equipment includes a Bendix Depth Indicator, Photo Electric Pilot, Olympic Oil Range, Kelvin White Constellation compass, electric refrigeration and electric toilets.

A 39-FT. *Sloop*

**Designed by a Southern California Naval Architect
to Race on San Francisco Bay**



IN June Dick Stewart took his 32-ft. sloop *Dancer* by trailer from Newport Harbor to San Francisco to race at the Pacific Coast Championship Regatta. *Dancer* is a V-bottom, light displacement craft that has shown her best performance in Southern California when the wind is on the heavy side. Therefore, Dick had high hopes for her in the prevailing strong breezes of San Francisco Bay, where she raced in Division 8-B. The best she could do was third, and while this showing might have been partly due to her skipper's lack of familiarity with local conditions, he now believes that a different type of boat is required for Bay racing. He enjoyed the conditions there so much that he wants to continue to race there often, and he also found the very tough competition of Division 8-B greatly to his liking.

Accordingly, he has commissioned C. William (Bill) Lapworth, naval architect of Long Beach, Cal., to design his new contender. The result is the boat whose plans are shown on this page. She is 39' x 26' x 10' x 5'6". She has 5750 lbs. of iron on her keel and carries 588 sq. ft. of sail. C. C. A. rating is 22.4, but the boat is also planned to take part in the Honolulu Race, if the owner should decide to enter it. Then she would be yawl rigged, giving her 68 sq. ft. more sail, and increasing her rating under the Transpacific YC rule to 25.0. The added stores and water for the Honolulu Race would bring the boat down about 4 inches in the water and increase the waterline length to 28 ft., the required figure.

The boat can sleep as many as six, provided a pipe berth is installed on the port side of the forecastle above the built-in berth on the other side. With her good beam of 10 ft., there is sufficient room for considerable comfort for the crew.

The sections throughout are quite full, giving a powerful hull which should be able to carry her sail well, and the boat has sufficient displacement to be able to slug her way to windward on San Francisco Bay when that short chop is running.

The new boat will be seen in action next Spring, as the keel will soon be laid at C. S. Chapman's yard in Costa Mesa, Cal.



Boats of the Coast Guard Auxiliary fill the Oakland Estuary as they await the order to proceed in review before Rear Admiral "Cy" Perkins, USCG. The review was held in his honor.

THE BAY'S ABOILIN'!

Cruising Down the River

LIKE the popular song of a few years ago, cruising down the river held the attention of most of the boating enthusiasts in the San Francisco Bay Area during the month of July. Once again you could see the white wings of the sail boats traversing the many channels of the Delta region and large groups of power cruisers nested together in such relaxing spots as Lost Lake, Grindstone Joes, Steamboat Slough and Old River. It was family day every day as youngsters and mothers manned the ship as Father Skipper commuted to the city each week and returned on the weekends. The power cruisers are finding it easier each year to progress beyond Sacramento toward the head waters of the Sacramento River. Since the building of the Shasta Dam, the channel settled into a more regular course and boating above Sacramento is definitely on the increase. San Francisco Bay appeared to have a greater number of boats than ever before plying its waters because of the beautiful weather that has been with us during the last two months. Many sailors decided to stay and enjoy Paradise Cove, Belvedere, McNears, and make short trips

Harold Zook, center, Race Chairman of the Elkhorn Yacht Club at Moss Landing, presenting trophies to winners in the Cruiser Division of the club's Boreas Race. At left is Hugh Center, skipper of the Lady Jane, third place. W. H. Nichol, skipper of the Cohoe, second place, is at the right.



out the Gate. The weather outside also has been better than usual which accounts for the fact that a large number of the bay fleet can be seen in such places as Stillwater Cove, Carmel Bay, Elkhorn Yacht Club at Moss Landing, Santa Cruz, Drake's Bay, and Inverness. The light southwest winds of the past month have been ideal for cruising and have given the local yachtsmen a chance to see some beautiful coastline below and above the Golden Gate.

A long cruise was completed during the last week of July when the Farallone Clipper *Margie* was sailed down from Portland, Oregon to San Francisco. The passage was made in the remarkable time of four days. The crew consisted of Joe Hemphill of the Oakland Yacht Club, Pete Sutter, Marina Yacht Club, Doc Anthony Souza, Corinthian Yacht Club, and the skipper Charles Gasper.

Midsummer Racing

The Corinthian Yacht Clubbers finished the month of June with a double header. The Bay fleet assembled in Belvedere Cove on June 27th and 28th for two days of hard racing. In most of the classes the issue was in doubt until the last boat had finished. The double winners for both days were the *Saleema* in Division 7, the *Cobo* in Division 9, the *Marybeth* in Division 11, the *Quickstep* in the Junior Clipper Class and the *Snow Bird* in the Bird Class. The *Debit* and the *Buoyant Girl* provided each other with some intense competition in Division 8B with the *Debit* finally pushing first honors. The *Bora* and the *Westerly* tied for first place with 8 points each in the Windward Class. The Golden Gaters had a great fight with *Impulse II* taking the top spot. In the other classes *Angel* won the PIC Class, *Music the Star* Class, *Due Sin* the Teak Lady Class, *Hoyden* the Hurricanes, *Javelin* the 210's, *Hulakai* the Acorn Class, *Teddy Bear* the Bear Class, *Westwind* Division 14, *Alaska* Division 15, *Satisfaction* the Rhodes 33 Class, and *Volante* Division 8A.

The Fourth of July Boreas at the St. Francis Yacht Club to Elkhorn Yacht Club at Moss Landing has so far, during its short history, given both skippers and ships a strong test of seamanship and endurance. This year the wind-jammers sailed out of the Gate into misty, overcast weather

conditions which gave promise of clearing as they proceeded down the coast on their way to Monterey Bay. However, as the black cliffs of Pedro Point came out of the mist it was apparent the weather was going to get worse rather than better. By the time Point Montara was abeam, a light, southwest wind faded completely and the fog enshrouded with a white, wet blanket. Soon everyone was slatting about in a world all their own and listening intently for steamer whistles. There were many near misses during the night with steamer traffic and it was necessary for some to start their engines to keep from being run down.

After a night of cold dampness most of the fleet turned on their power and proceeded into the Elkhorn Yacht Club. The three remaining boats that continued under sail put on an endurance contest of great proportions. Gil Perry finally drifted into the Moss Landing harbor at 9:25 Sunday night to win first place. Jim Francis of the Aeolian Yacht Club in his *Querida* drifted into second place and Bob Burgis in his *Pacific Childe* of the Sausalito Cruising Club took third place.

The power cruisers fared better than the windjammers and although visibility was poor the sea was kind to them. Leaving the St. Francis Yacht Club on Saturday morning, a day after the windjammers, most of the power cruisers arrived before even the first of the sail boats. Bill Holt brought his *El Vee* into top money, while Bill Nichol navigated *Coboe* into second place and Hugh Center took third money with his *Lady Jane*.

However, if the weather and the conditions were unkind, the hospitality and reception at the Elkhorn Yacht Club more than made up for the rigors of the trip down. Race chairman Harold Zook and Commodore Bill Lynn, aided by practically everyone in the Yacht Club, saw to it that the visitors had the yacht club facilities and the club berths at their disposal.

The predicted log enthusiasts once again came to the starting line at the Corinthian Yacht Club which sponsored the race on July 11th. The race was held over a 40 mile course which took the contestants from the Corinthian Yacht Club to the Brothers, back to South Hampton shoals, Treasure Island, Richardson's Bay and finishing once again at the yacht club. The Class A and overall winner was Geo. Sturtevant skippering his *Doll-Lee* with an error of 234 seconds. Second place went to Doug Dorn of the St. Francis Yacht Club in his *Husky* and Mal Storm of the Oakland Yacht Club took third place in his *Manu Kai*.

First place in Class B went to George A. Steiger with his *El Christette*, second place to John Creech in his *Jay Cee* and third place to M. A. Banicich in his *Barbara B II*.

The small boats also were at it nip-and-tuck again during the month of July. Whenever there are two boats of the same class out in the water at the same time a race always ensues. Competition is the life of small boat sailing and away they go as soon as one boat can spy another of his class somewhere on the water.

The Lake Merritt Sailing Club had its annual regatta on the weekend of July 4th and 5th and as a special attraction they held a Sailoff among the members of the Oakland Recreation Department student sailing class. This class was graduated the day before the regatta and immediately entered the competition. One school graduate, Dick Grill, placed second in the Penguin Class and Ben Hall took third place in the Melody Class. The San Francisco Yacht Club was host to the Small Boat Racing Association on



The happiest, most tranquil spot in Northern California during the hot summer months is Steamboat Slough, where boat owners and their families moor for as long a stay as their vacations permit. Above, the schooner Cubuf puts on her vacation wardrobe as she nestles to the bank.

Below: Father swabs down while mother cleans inside, doing the daily chores aboard one of the many power cruisers moored to the bank.



July 19th and the Corinthian Yacht Club took their turn with the little fellows on July 26th. In the Corinthian regatta Jules Voerge emerged the hero of the Snipe race by winning a pair of triumphs in his class, while Frank Brazier with his *Zoda* won the Zephyr Marathon from Richmond over to the Corinthian Yacht Club. Other class winners besides the *Zoda* were Tak Kuwatani in his Clipper *Caprice*, Roy Ashley in his Mercury *Torri* and Bud Cassidy

(Continued on Page 80)

Still more of the fortunates at Steamboat Slough during July. It's a great place, but we never get to stay there long enough.



NEWPORT COUNTS ITS WINNERS

By ROBERT M. ALLAN, JR.

BY the end of July local residents and particularly members of Newport Harbor Yacht Club were loudly celebrating a series of victories rung up by skippers hailing from NHYC. First was the *Goodwill's* stirring passage to Honolulu and her first to finish trophy carried off by Ralph Larrabee and Walt Elliott and many a Balboa area crewman. Then the hours of hard work at the NHYC anchorage paid off for the crew of Prent Fulmor's *Staghound* which won the overall Honolulu corrected time trophy. Meanwhile young NHYC skipper Peter Frost topped 109 finishers in the FLIGHT OF THE SNOWBIRDS to repeat the victory scored by his brother last year! But older brother Tom Frost proceeded to Los Angeles Harbor the same weekend and won the Pacific Coast Championship with four 1sts and a 6th in a fleet of 20 top drawer Snipes! The 6th and one of the 1sts were taken despite being called back for early starts! Other honors in the "Flight" showed Tom O'Keefe 2nd, Paul Livadary 3rd, Dick Ward 4th, Lee Crisell 5th. First girl was Ann Rawlins in 6th spot; youngest girl, 9-year-old Carol Williams; youngest boy, 7-year-old Jimmie Gilliland; oldest skipper John La Mar 70!

The Boy Scout Jamboree is now a thing of the past, but the memory of the 50,000 kakhi clad lads and the fifty "billion" guests, friends and sightseers who came to the Newport-Balboa Harbor area during the week will remain for a long time. Another memory not soon forgotten is the terrific blast that burned and completely gutted Joe Beek's famous old "Boat House" behind the ferry. This famous landmark housed many a relic of the harbor and many small boats. Little remains after the fire, which by the way was speedily contained in a small area by the efficient use of the pumper on the Harbor Dept. patrol boats that are constantly prowling the waterfront.

Newport Yacht Club's active Commodore Walter Franz is receiving further congratulations on his move to secure a portion of White's Cove for exclusive use of the NHYC members visiting Catalina. This allows mooring privileges and landing rights as allotted by the Wrigley Company.



Fred Harris' 35-ft. ketch *Sea Queen*, which took second place in Ocean Racing Class on the last day of the YRU Cruise in June. Last month we erroneously stated that another boat had won this place.

Not so happy in this correspondent's eyes is the terrific increase in the local population both ashore and afloat with a steady decrease in the number of Snowbirds, Balboa dinghies, Lehman dinghies and Falcons that are being raced by the young skippers. What do you think is the reason? Is it due to the increasing cost of these boats? The fact that no new boats are being built? Some fault in the clubs' junior programs? For those who are curious as to the result when a gasoline tank is welded with some of the vapor still present in the baffles, we refer you to skipper J. L. Munson and his *Enchanter III* which suffered a terrific blast as a result of just such action.

The Harbor Department has now moved into its new quarters and it might be of interest to note that this outfit answered 482 calls last month, picked up 53 boats adrift, patrolled the harbor 24 hours a day and made 18 sample tests of the bay water each week to check for pollution. Incidentally 26 tickets were given for speeding.

New Fleet Champions include Kelvin Savell who won the Lightning District Championships in his *Fanci* at the Balboa Yacht Club. Veteran Harold Eystone and Eric Weisberg followed in the 13-boat competition. A real dog fight developed in the Star Fleet with Dick Hahan and

(Continued on Page 82)

—Photo by Ruskauff

The 18th Flight of the Snow Birds on July 12th literally spread the 12-ft. cats all over the bay.





An historic point was reached in the recent Vancouver-Juneau Race when Howard W. Irwin's Joje (above) used her Raytheon radar to direct several of the contestants lost in the fog safely through Metlakatla Passage.

—Photograph by Paul T. Saari

KNOCKING ABOUT THROUGH THE FLEET

VANCOUVER-JUNEAU RACE

HOWARD CRUVER'S 42-foot Owens *Wabineui* won the Gold Cup—The over-all Trophy for the rugged, difficult 900-mile predicted log race from Vancouver, B. C. to Juneau, Alaska. This is the every-other-year event which commenced in 1928 and was a continuation of the International Cruiser Race that finished at Vancouver on the fourth of July.

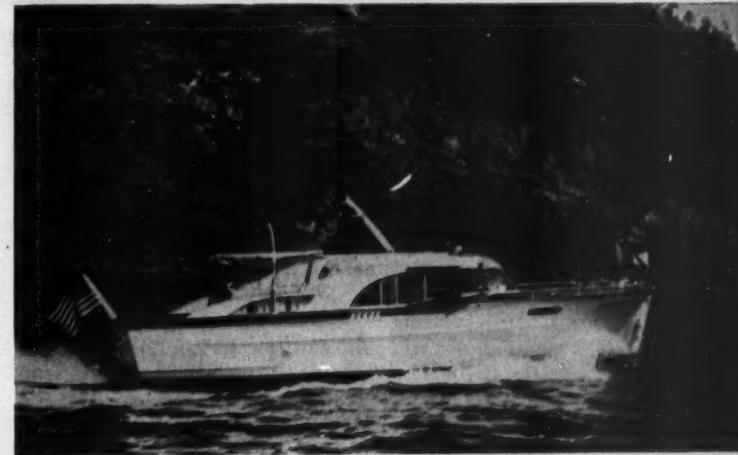
Cruver's *Wabineui* carries the burgee of the Seattle Yacht Club. Two years ago Ray Hart, Jr., Bremerton, took the Alaska race in *Donolie* and this year he finished second. The winning percentage of error for the *Wabineui* was a remarkably low 1.59 and *Donolie* was right behind with 1.81.

The big Prince Rupert-to-Juneau legs of the race were also won by *Wabineui* and in second place was *Porpoise II* from Vancouver, owned by T. R. Killam. The Vancouver to Prince Rupert Trophy was won by Stan Youngs' *Arlene* with *Wabineui* a close second.

There were 11 boats in the race. Many of the legs were rough, and all hands encountered head winds, chop and

—Photograph by Paul T. Saari

Dr. Ralph W. Carr, Comdr. Ketchikan Power Squadron (center), presents Howard W. Irwin with "Sourdough Sailing Papers" when he stopped during the Vancouver-Juneau Race.

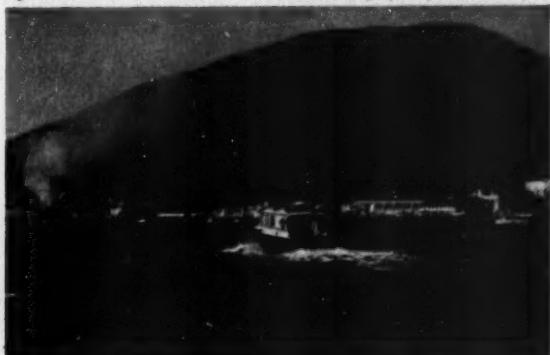


—Photograph by Ken Ollar

Howard Cruver's fine 42-ft. Owens Cruiser *Wabineui* took top honors in the 900-mile Vancouver-Juneau Predicted Log Race. Winning this classic is a notable accomplishment in navigation.

Below: Ray Hart's *Donolie* of Bremerton Yacht Club is a consistent performer in this contest. She was second this year, the winner two years ago.

—Photograph by Paul T. Saari



fog.

A unique chapter in predicted log racing occurred on the leg north of Prince Rupert. The race was maintained and all boats kept out of trouble through the use of *Joje's* Raytheon Radar and its radio telephone. It was truly a drama of modern times and navigational electronics.

Friday a.m. the contenders departed from Prince Rupert and the first boats immediately encountered pea soup fog. Metlakatla passage had to be negotiated, and it is a twisting, tortuous, tricky channel. One of the boats, Ray Davis'



—Photograph by Ken Ollar

Before the PIYA Regatta at Vancouver early in July, a portion of the boats en route there held a rendezvous at Silva Bay, in the Flat Top

Ray-Mar from Everett, radioed back she was lost in the fog. Frank Morris, who was race chairman and guiding light of this event, was already in the passage with *African Queen*.

Howard Irwin's *Joje* hadn't left Prince Rupert. He picked up the call of "we are lost in the fog." He put his Raytheon Mariner's Pathfinder Jr. radar to work. He picked out the cruisers on the scope, then the *African Queen*. He would talk to the various skippers on the radiotelephone giving them their positions. The *African Queen* returned to the *Ray-Mar* and assisted her through the passage. *Joje* stayed at the radar post and directed all craft to locate their positions in the channel. It was a great tribute to radar; a proof of the safety factor in good, modern electronics.

CORINTHIAN ROUNDUP

IN July a great fleet of power and sail boats left Puget Sound waters to cruise among the San Juan Islands on the American side and among the Gulf Islands in British Columbia. The P.I.Y.A. regatta and the International Cruiser Race brought several hundred boats to Vancouver, B. C. early in the month.

Some 30 boats of the Corinthian Y. C. fleet made a mass cruise of the islands following their departure from Vancouver. A squall swept down on the Corinthians anchored one night in Fulford Harbor on Saltspring Island.

Crews jumped out of their bunks as a thunderstorm hit and boats dragged anchors. After an exciting night of untangling anchor lines and fighting to keep off the beach as the wind shifted, all were still afloat the next morning with no damage reported.

The first of the Corinthian Y. C. summer Wednesday night series started July 29 to continue until September 2. The Seafair small boat regatta was scheduled off Leschi August 1 and 2, and this event has become another major annual event to be added to the Corinthian's busy summer calendar.

On September 5, 6, and 7 the Tacoma Yacht Club will be host at the Labor Day Regatta which is heavily attended by sailing craft from Puget Sound yacht clubs.

The Elliott-Paschall sailing series will be held on Lake

Washington September 12, 13, 20, and October 4, sponsored by the C.Y.C.

The Seattle Yacht Club, engaged in the strenuous business of sponsoring the Gold Cup Regatta, found time to carry on its sailing schedules and plan other major events.

The Commodore's Trophy, sailed for off Bainbridge Island July 25, was won by John C. McKenzie's *Indian Scout*, a six meter. Runners-up were William Buchan's *Heather* and Robert Denny Watt's *Lady Van*, in that order.

The next day the Frisbie Trophy race was called off for lack of wind following a rendezvous at Blake Island.

Following the race on Lake Washington for the Lake Washington trophy August 16, the last major sailing event of the year will be the Hat Island race September 26-27. This is the last of the Tri-island series, and the winner of this trophy is definitely established as one of the best sailors in Puget Sound for the current year.

The boating season at the Seattle Yacht Club traditionally ends with Barnacle Bill's last cruise, scheduled for October 17 and 18. The following week-end, however, the S.Y.C.-sponsored Frostbite series starts and continues until April 1.

LEO LIVINGSTON

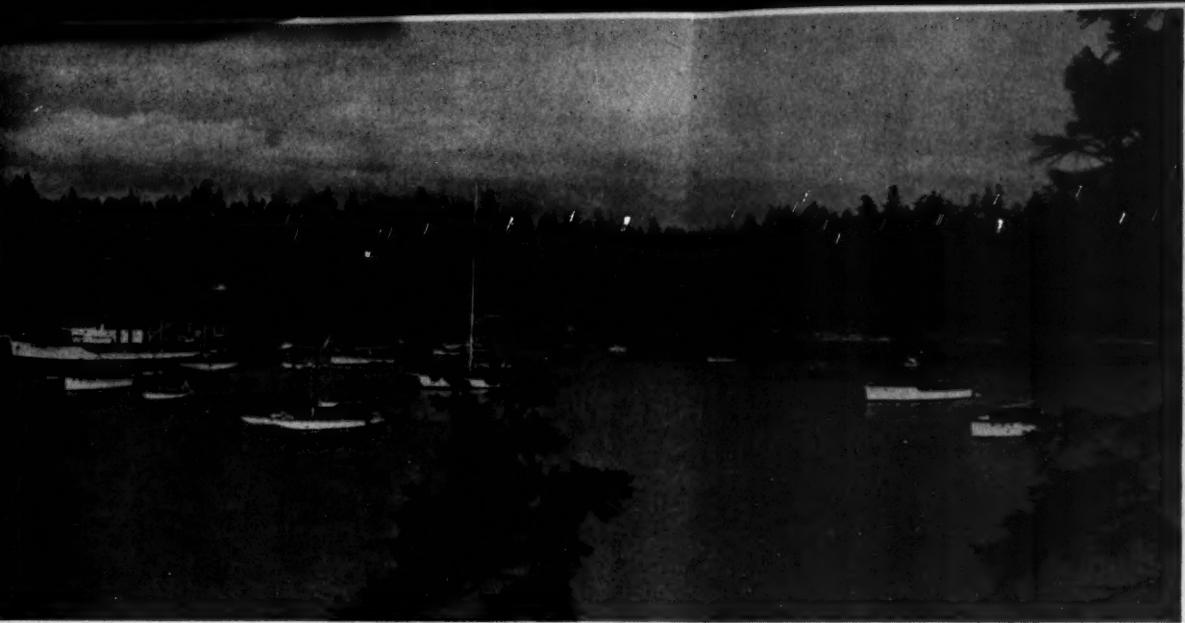
PUGET SOUND INTERCLUB RACE

THE Puget Sound Interclub Race, a predicted log race which is annually sponsored but seldom won by the Seattle Yacht Club, will be run this year on September 26.

Invitations are being sent to all major yacht clubs in Puget Sound and British Columbia waters to form teams of their best skippers to participate in this course and compass race. As in the past, each participating club will muster four of their best boats to represent them in the contest.

The Seattle Yacht Club has developed some fine skippers during the past few years and this year the Seattle Y. C. is rated as a top contender. The club has such men as A. J. Bowles, *Aldon*; M. N. Vining, *Benign*; Larry Norton, *Miss Fleetline*; T. Dayton Davies, *Sea Cookie*; Phil Luther, *Mary-Jane*; J. W. Rumsey, *Adios*; and others who have established fine racing records.

Opposing them will be some of the best skippers in Puget Sound. Hal Salveson's *Sea Tramp*, Tyee Yacht Club, has had an amazing record over the past several years.



Islands, which are part of the San Juans. They presented a spectacle which Ken Ollar was not slow to appreciate, and he came up with this shot, which should rank high among beautiful boating photographs of all time.

Frank Morris with his *African Queen* will undoubtedly represent Everett Y. C. again. Ray Hart, Jr., and his *Donolie* is a perennial contender for Bremerton Y. C. This year may see Russ Rathbone and his *Holiday II* representing the Queen City Y. C. by virtue of a fine performance in the International Cruiser Race just past.

Since the Interclub Race is held the same weekend as the Hat Island race, the weekend of September 26 may see a joint rendezvous of both power and sail at the Port Madison moorings. Since the sail boat race will be laid out to Hat Island, power boat skippers can hazard a guess that the actual course, to be announced only a few hours before the race, will be laid out in a different direction.

LEO LIVINGSTON

ISLAND INTER-CITY PREDICTED LOG RACE

THE Royal Victoria Yacht Club and the Nanaimo Yacht Club are jointly sponsoring a race to be known as the "Island Inter-City Predicted Log Race." This race will be open to cruisers and auxiliaries up to 65 feet in length and with speeds between 5 and 12 knots. Boats participating must conform to the requirements of the 1953 Standard Rules for Predicted Log Races as laid down by the International Power Boat Association, and the Special Rules made thereunder. The race is open to all members of Clubs belonging to the I.P.B.A.

It is intended to make this race an annual event, to be run on the Sunday immediately preceding Labor Day, starting and finishing in alternate years at Victoria and Nanaimo. This year the date will be Sunday, September 6th and the race will start at Nanaimo and finish at Victoria. Owners and crews of boats arriving at Nanaimo on Saturday, Sept. 5th will be entertained at the Nanaimo Yacht Club that evening.

The registration fee is \$5.00 per boat and the entire proceeds from the fees will be spent on prizes for the boats placing first, second and third. Registration will close on Saturday, August 29th and all entries received or post-marked after that date will be disallowed.

The Special Rules to be observed in this race, registration forms and connected papers can be had on application to your own Club or either of the two sponsor Clubs.

U. S. POWER SQUADRONS DISTRICT 16

HIS district held its first rendezvous at Bowen Island, British Columbia, on July fifth, following the International Cruiser Race. Aboard the twelve boats in Lodge Cove were 80 members and guests. The District was represented by Commander Ernest D. Thomson of Tacoma. The 136-foot *Sea Tramp* of Harold L. Salveson was used as "Mother Ship." Seattle was represented by the *Retriever*, Lieut. Comdr. William H. Godefroy; *Frisky II*, Dr. Gordon W. Douglas; *Sloo Shmoo Too*, James L. Fahey. Tacoma boats present were the *Marty-Helen*, Lieut. Comdr. Neil H. Armstrong; *Leeway*, Monta Boston; *Linda Lee*, Clifford C. Clark. Guest boats were the *Connie B*, Everett G. Henry, IPBA Secretary; *Olympus*, Arne Strom; *Tomara*, George V. Knight; *Penny J II*. Commander Robert D. Sprenger represented the Tacoma Squadron. The rendezvous was well attended by the ladies auxiliaries, the WASPS of Seattle and the Squadronettes of Tacoma.

Squadron members did not have the prestige that they did last year with Harold L. Salveson being the Overall Winner, but they did well in the 22nd International Cruiser Race. Lawrence M. Norton, *Miss Fleetline*, placed second in Class A; Past District Commander Stuart T. Viggers,

Flatlie No. 456, the Comet, rejoins the Laurelhurst (Seattle) Flatlie Fleet under a new owner, Jim Wallace. Thirteen years old, he made the money for it with his paper route. Hard work put the boat in fine shape for her skipper's first racing season.





—News Press Photo

Sea Shell winners receiving their trophies at Semana Nautica, Santa Barbara. From left: Semana Nautica Pres. Cecil Loomis, Dennis Fritz, Wiley Cole, Race Chairman; David Hamilton and Commodore Tom Fair, SBYC.

Below: Ed Vail, skipper of the PCC Selene, won the Anacapa Race. Here he takes the trophy from Miss Jeannie Potter, "Miss Semana Nautica."

—Mayer-Stevenson Photo



Marvir, first boat to start, placed third in Class I; H. E. Cruver, *Wahineui*, was also third in Class II; Robert H. Hayes, *Puffin II*, was fifth in Class III; Harold L. Salveson, *Sea Tramp*, was fifth in Class IV, running the whole race sans one cylinder. The Tyee Yacht Club, host for the start at Poulsbo had the greatest number of contestants from the Squadrons. Bruce Calhoun reported the race on the radio from the Sports Queen.

In the Capital to Capital Race to Juneau, Alaska, two of the twelve contestants were Seattle Squadron members. H. E. Cruver, *Wahineui*, won first place with an error of only 1.59 percent error for the 900 miles. Brad McLoughlin, *Superior II*, was the other contestant. Dr. Ralph W. Carr, Commander of the Ketchikan Power Squadron presented all contestants that entered Thomas Basin with "Sourdough Sailing Papers."

Fall piloting classes for the public will start as follows:

Bremerton—Olympic College	September 17
Everett—Everett Junior College.....	September
Portland—Benson High School.....	September 14
Seattle—University of Washington.....	October 5
Tacoma—College of Puget Sound.....	September 17

RUTHERFORD B. HAYES

SANTA BARBARA'S SEMANA NAUTICA

SANTA BARBARA'S 17th annual Semana Nautica (Marine Week) drew the largest crowd in its long history. While at times fog closed off the channel and the breezes were not to the liking of the yachtsmen, ardor of the racers was undampened.

The feature contest, the 75-mile run around Anacapa Island, saw victory go to Ed Vail's *Selene* which left Santa Barbara at 10 o'clock on the morning of the Fourth and crossed the finish line shortly before midnight the same day. The *LanaKoa*, skippered by Dean Brown was a close second. *Rejoice*, scratch boat in the classic for the Spaulding Trophy, came in under power when the breeze died out.

One reason for the big crowds at the breakwater was the Navy's snorkle submarine, the USS *Carp*. Moored at Navy Pier, officers and men escorted more than 20,000 visitors through the ship.

"The Battle of the Flowers," fishing craft decorated with bunting and flowers, paraded the harbor on Sunday.

Stars—*Wench III*, Priscilla and Harry Bourgeois, Balboa, first, 51.25 points; *Wench IV*, George Felitz, Los Angeles, 43; *Ab Sin*, Frank Wosser, San Francisco, 43 (tie); *Toupee*, Bob White, St. Francis, 42; *North Star II*, Lowell North, San Diego, 41.25.

Flatties—*Sea Esta*, Stan Darrow, Santa Barbara, 63.50, first; *Gambooleer*, Ira J. Rowland, Cabrillo Beach, 61; *No Name*, Dr. Arthur Thompson, Cabrillo Beach, 56; *Dieblito*, Bob Wieding, Santa Barbara, 48; *Old Paint*, Elmer Stratford, Cabrillo Beach, 52.

Deltas—All from South Coast Corinthian Yacht Club—*No Name*, Phillip Campbell, 22.50; *No Name*, Norman E. Meisner, 19; *Malolo*, W. T. Marion, Jr., 14.

Spirited competition marked the race in the all Santa Barbara Sea Shell Class. Results were:

Class A—Ed Brown, 73 3/4 points, first; William Clements, 66, second; L. Baldwin, 36, third.

Class B—D. Fritts, 44, first; T. Wright, 38, second; Bill Wheeler IV, 30 1/4 third.

Class C—August Belmont, 44, first; David Hamilton, 40, second; Johnny Roland, (tie) 40, second.

JAMES F. DORRANCE, SR.

RACE FOR THE PERPETUAL CUP

THE race for the historic Perpetual Challenge Cup of San Francisco Bay will take place at Los Angeles Harbor on Sunday, September 6th. This is a match race, and for the fifth straight time the contending boats will be Rhodes 33's.

Defending for Los Angeles Yacht Club again will be George Fleitz and his *Hanabuli*, while the challenger will be Denny Jordan's *Ab Wahine* of the Corinthian Yacht Club of Tiburon.

This being the oldest trophy on the Pacific Coast, having been placed in competition in 1895, the race always brings out a big fleet of spectators, among whom will be many old-timers who have witnessed fifteen or more contests for the trophy.

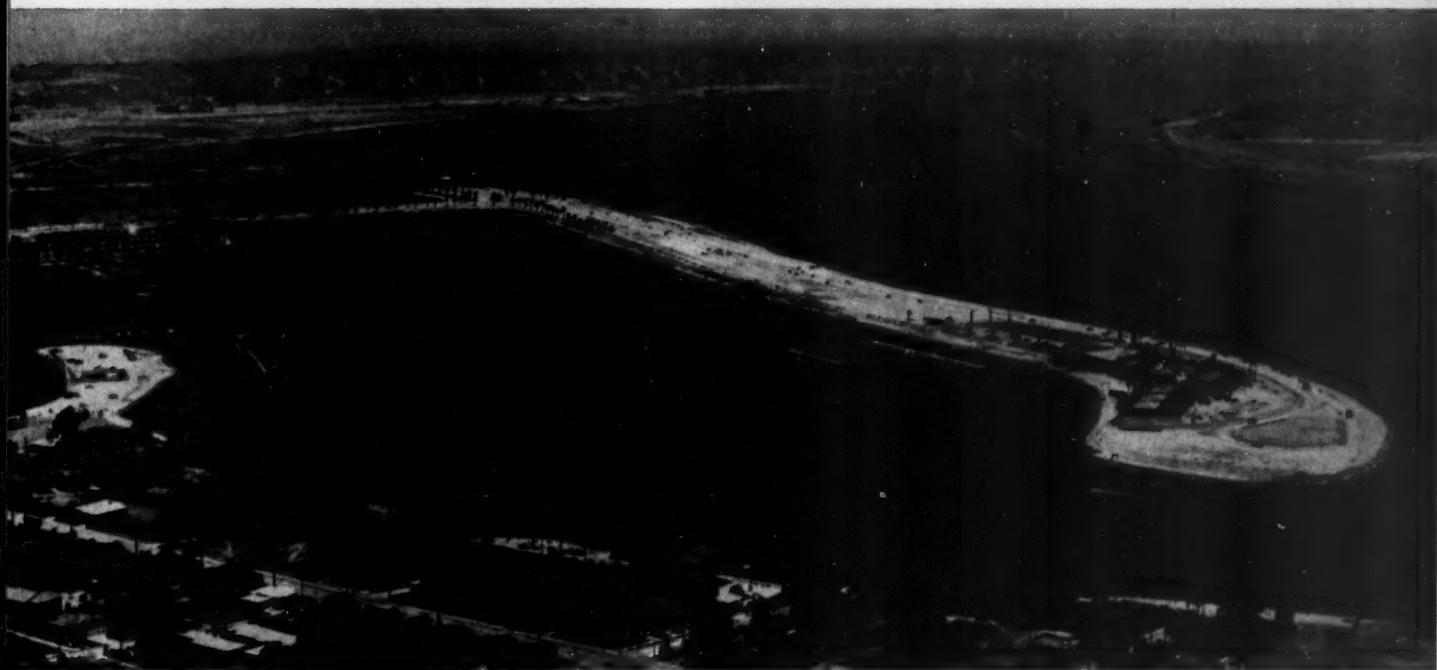
Denny Jordan, the challenger, is a nephew of Arthur Rousseau, who was known on San Francisco Bay as the "Perpetual Defender of the Perpetual Cup." Rousseau raced for it many more times than any other individual and won all his contests.

(Continued on Page 50)

SHELTER ISLAND SECTION

The Port of San Diego
Presents
Shelter Island

THE HARBOR OF THE SUN proudly offers to all yachtsmen everywhere another FIRST . . . a yacht harbor designed with a single purpose . . . to be the finest (and, incidentally, the friendliest) boating facility in the world!



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Lucian K. Small

★ ★ ★

John Bate, Port Director

Lewis T. Cavanagh, Harbor Master

SEA and PACIFIC MOTOR BOAT



SEPTEMBER, 1953



39



Here is one of America's finest yacht harbors, under the lee of Point Loma, San Diego's protecting promontory. In the center is man-made Shelter Island, a mile long and providing shelter for thousands of small boats of every description. It also divides the area into two harbors by joining Point Loma to the Byron Street Mole. San Diego Yacht Club is in the right center; Southwestern Yacht Club on the sandspit beyond. This air picture was taken several months ago before any landscaping and building was done on Shelter Island, and establishments such as the Kona Kai Club, yacht landings, boat yards and Christian's Hut were completed. Beyond Point Loma is seen the famed CORPUS CHRISTI, of Mexico's Los Coronados Islands.

CABRILLO WOULD BE AMAZED!

He Thought Shoals Could Only Wreck Ships. What Would He Say If He Could See How San Diego's Shoals Now Protect Them?

WHEN Juan Rodriguez Cabrillo cursed the shoals in the lee of Point Loma four hundred years ago, he didn't know that he was dodging Shelter Island. Today those same shoals, developed by wide-awake leaders, form a peninsula protecting one of the finest small boat harbors in the United States.

Only a dream when the San Diego Yacht Club bought the old Star and Crescent ferry landing, Shelter Island now forms a veritable yachtsman's paradise. Over a mile long and 300 feet wide, and connected to the mainland by a half-mile causeway, it provides a home for more than 3500 boats. There is a controlling depth of 19 feet in the entrance channel and the turning basin, the remainder of the harbor being dredged to a minimum depth of 10 feet, with a considerably greater depth in certain areas.

In the early days men like Alonzo Jessop, Captain Bob Baker, Joe Brennan, Lester Bradley, Clem Stose, Tom Hammond, and John Nolan had dreams of a small boat harbor near the ocean. "Pappy" Brennan, the first Port Director,

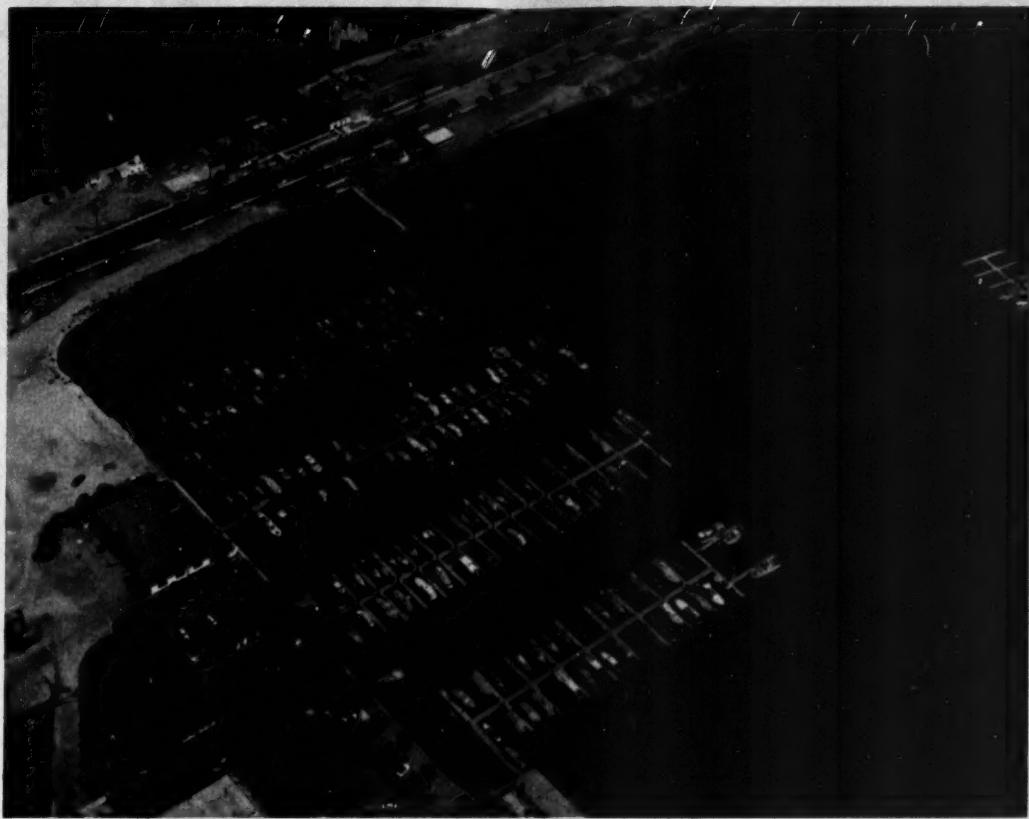
and his men drew up plan after plan to develop the area. In 1938 Qualtrough Street Mole and the ground where the San Diego Yacht Club now stands were formed by the dredging of what is now the Municipal Yacht Harbor. Eight years later these men dredged the Commercial Basin and started the Byron Street causeway.

In 1948, after 30 years at the helm of the Harbor Department, Joe Brennan retired and the Harbor Commission selected John Bate, a Civil Engineer, to take the reins.

Under an all-encompassing harbor development program authorized and accelerated by the Harbor Commission in 1950, Cabrillo's shoals were transformed into Shelter Island and the causeway to the mainland was completed.

This program was engineered to provide on the southerly portion a yacht harbor and on the North a commercial basin, in order to separate the two facilities. The causeway assures the yacht harbor of a change of water every other tide, providing ideal swimming conditions. As a result of this careful planning, excellent co-operation exists between

SHELTER ISLAND SECTION



PIONEERS!

The ingredients of pioneers are Courage, Foresight, and Industry. The planners and builders of San Diego's new yacht harbor, the Harbor Commission and port director have these qualities.

POINT LOMA ANCHORAGE was built by men with the same vision. POINT LOMA ANCHORAGE was the pioneer marina in the new basin, the first commercial venture with risk capital, the first to provide modern floating docks and a marina with all the luxuries and comforts for California yachtsmen, the first brokerage firm to supply service and modern slips to clients.

Today POINT LOMA ANCHORAGE provides these services: Modern slips with water and electricity at moderate cost, Lounge, Lockers, Heads and Showers—at the best and most sheltered location in San Diego Bay. Located next door to San Diego Yacht Club. Easily accessible by land or sea. Forty minutes to Los Angeles by air.

The brokerage service is carried on with increasing volume each year, as old friends return to sell or buy a boat.

POINT LOMA ANCHORAGE is justly proud of its appointment as a dealer for Wheeler Yachts, the finest motor yachts built today.

The hope and boast of POINT LOMA ANCHORAGE is that we have always been first to supply the finest in service, and our code demands that we work continually to maintain that position.

POINT LOMA ANCHORAGE, LTD.

MACK AKIN—Mgr.

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Mooring Slips Available • Yacht and Ship Brokers • Marine Consultants

SHELTER ISLAND SECTION

Announcing the Opening of Koehler-Kraft Co.

PLEASURE BOAT DESIGNERS AND BUILDERS

The near future home of Koehler Kraft Co. on Shelter Island will provide the ultimate in modern facilities.

Koehler-Kraft Co.

FOOT OF BYRON STREET (Shelter Island)

Temporary Address: 730 Front Street
San Diego, California

SAN DIEGO, CALIF.

fishing, repair and yachting interests. Another related problem of co-operation, on which John Bate is now working with Congressman Bob Wilson, is to arrange passage to Mexican fishing and cruising waters, along the lines of the easy passage of boating people between Canada and the United States.

Only ten minutes from Lindbergh Air Terminal, the Harbor of the Sun is favored with splendid access roads. Boat owners and sportsmen from the interior portions of the Southwest enjoy Shelter Island's facilities.

Complete Boat Repairs . . . Custom Designing and Building . . . Boat Maintenance and Service . . . Inside Storage . . . Slip Rentals. All work done by thoroughly experienced boat craftsmen under the personal direction of Mr. Clarence Koehler.

Construction is now under way to round out these facilities with a Harbor Master's and Coast Guard dock, with two Coast Guard cutters, a fire boat, two harbor patrol boats, three Sea Scout ships and over-night accommodations for visitors' boats up to 100 feet in length and 20 feet draft, along with a lounge and showers.

Visible almost as soon as one rounds Point Loma is the Kona Kai Club, located near the southern end of Shelter Island. Here in the motif of the South Sea Islands is

(Continued on Page 46)

KONA KAI CLUB

A South Sea Island Paradise on
Shelter Island in San Diego Bay

CONSTRUCTED BY

TRAVELODGE CORP.

Jean Colby
Design Associate

TRAVELODGE CORPORATION, 3045 MOORE ST., SAN DIEGO

Capt. and Mrs. L. S. Rowberry
announce
the opening of their new

**Kona Kai Sportswear
Shop**

in the
KONA-KAI CLUB
San Diego, Calif.



the Quarter Deck

450 Yacht Harbor Dr., San Diego 6.....Bayview 2-1191
1050 Rosecrans St., San Diego 6.....Bayview 2-1333
630 Coast Hwy. 101, Newport Beach.....Beacon 5248

Kona Kai Club Opening

THE men who made the Kona Kai Club possible felt that the able work of the Harbor Commissioners and Port Director John Bate in planning and building Shelter Island could well be complemented with a club like Kona Kai. Thus they fulfilled their dream of providing sportsmen with a boating facility as well as the accommodations where their families might stay while they were pursuing albacore and marlin.

The grand opening of the Kona Kai Club took place on July 14th with a cocktail hour and dinner dance, at which the club entertained members and their immediate families. Guests came by land, sea and air to enjoy this typically South Sea Island club designed and built by the Travelodge Corp., Scott King, president, general contractors, and associate designer Jean Colby.

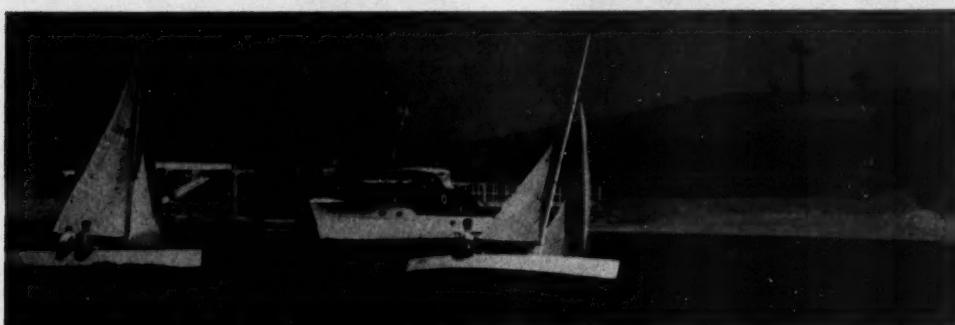
Over 1200 lbs. of fresh flowers were flown directly from Honolulu by Pan American for the floral arrangements, high-lighted by the orchid tree in the lobby, a duplicate of that in the Royal Hawaiian Hotel.



From its location on the northerly end of Shelter Island, the Kona Kai Club commands a spectacular view in every direction. In the background of this photograph are the Southwestern and San Diego Yacht Clubs.



Above: Harbor Commissioner and Mrs. Lucian K. Small attended the opening with Port Director and Mrs. John Bate. It was a high point in Shelter Island's progress for these two men and their associates.



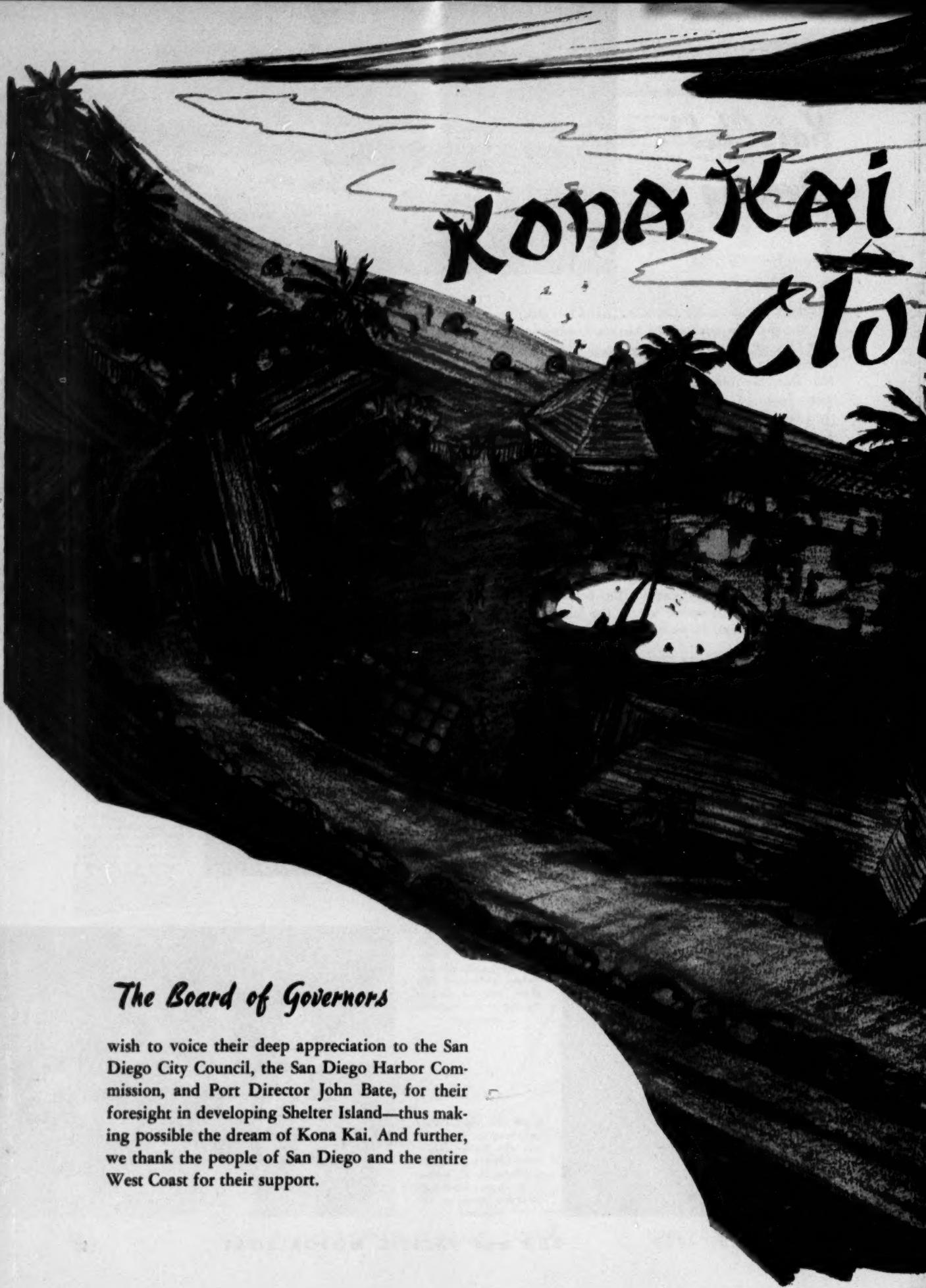
Left: Water sports form an important part of Kona Kai Club's activities. Charter fishing boats are available and there is plenty of decking space.



Left: The success of the evening was due in no small part to Ken Wilson. Here Ken, co-owner with Messrs. Smith and Giddings, tells the story of the club to the interested members.

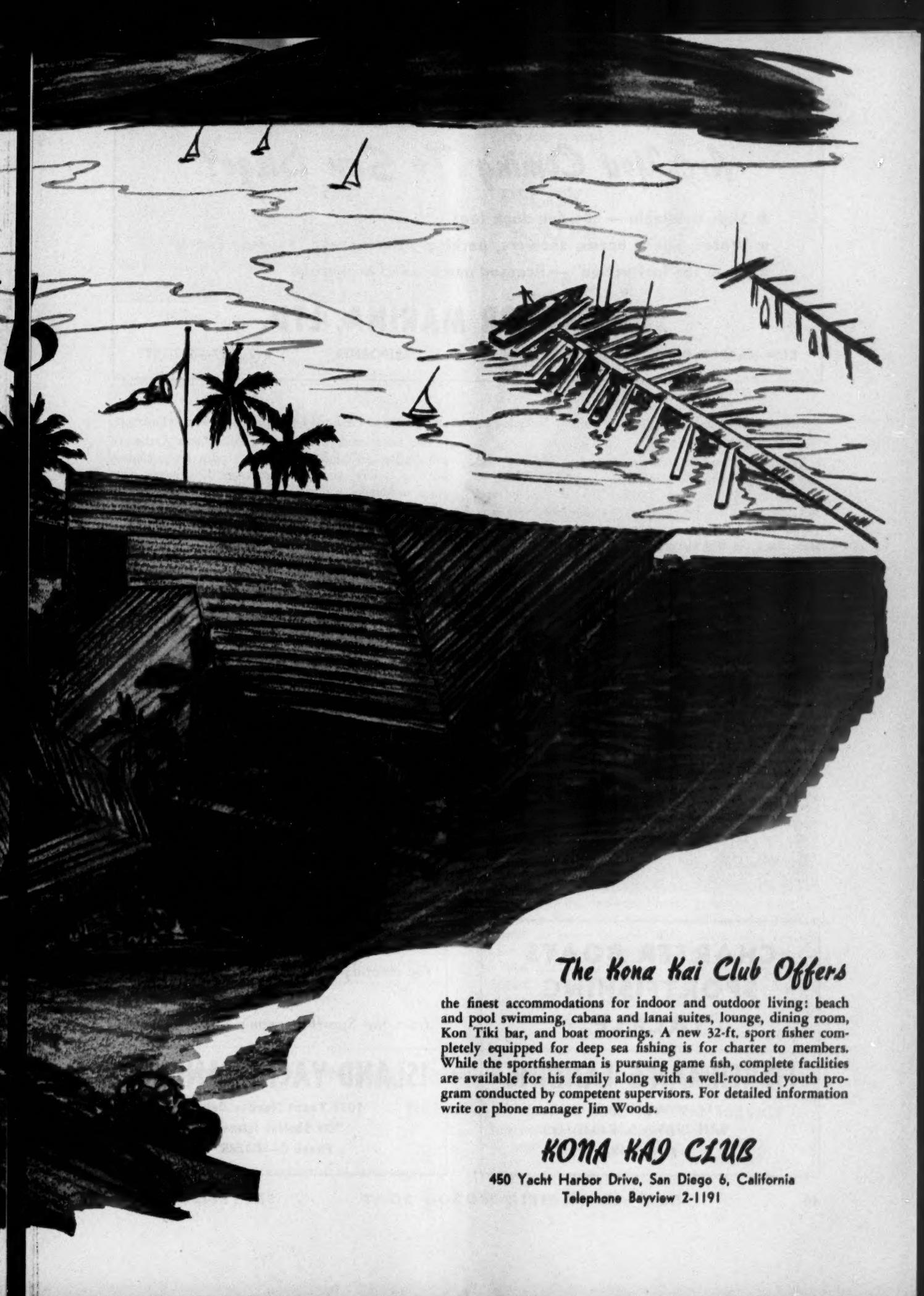
Right: The owners were as elated as everybody else with the response to Kona Kai. Doug and Mrs. Giddings, Mr. C. Arnolt Smith Sr. and his daughter-in-law made up this foursome.





The Board of Governors

wish to voice their deep appreciation to the San Diego City Council, the San Diego Harbor Commission, and Port Director John Bate, for their foresight in developing Shelter Island—thus making possible the dream of Kona Kai. And further, we thank the people of San Diego and the entire West Coast for their support.



The Kona Kai Club Offers

the finest accommodations for indoor and outdoor living: beach and pool swimming, cabana and lanai suites, lounge, dining room, Kon Tiki bar, and boat moorings. A new 32-ft. sport fisher completely equipped for deep sea fishing is for charter to members. While the sportfisherman is pursuing game fish, complete facilities are available for his family along with a well-rounded youth program conducted by competent supervisors. For detailed information write or phone manager Jim Woods.

KONA KAI CLUB

450 Yacht Harbor Drive, San Diego 6, California
Telephone Bayview 2-1191

The Board of Governors

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SHELTER ISLAND SECTION

Are You Coming To San Diego?

- ★ Slips available — 50c per dock foot
- ★ Water, lights, heads, showers, parking, phones, near shopping center
- ★ "And for fast action" — licensed and bonded brokerage

SUN HARBOR MARINA, LTD.

5104 HARBOR DRIVE, POINT LOMA, SAN DIEGO 6, CALIFORNIA

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a haven of considerable interest. It is rapidly becoming a center of angling and social life.

Two of Southern California's finest yacht clubs are on the shore of the basin. Under the leadership of Andy Krause, the Southwestern Yacht Club has doubled its slip capacity in the last two years. On the North the San Diego Yacht Club, the oldest in the southern part of the State, has a big fleet of both power and sailing craft, both cruising and racing. It is next to the largest yacht club on the Pacific Coast, and extensive additions have recently been completed on its slips and clubhouse. September 4th and

5th will see its Predicted Log Race for Cruisers to Ensenada.

Two major modern anchorages, Point Loma Anchorage and Shelter Island Yacht Landing, offer every modern berthing facility, as well as brokerage departments. Two other anchorages will soon be under construction.

One of the oldest ship chandlers, C. J. Hendry Co., is building what will be the most modern retail outlet of its kind on the coast. Captain Bob Baker's famous school of navigation, with its compass adjusting and instrument repair divisions, is next to son Kenny Baker's Standard Oil



Presenting **SHELTER ISLAND YACHT WAYS**

A completely concrete paved yard, specializing in marine repair—30 ton ways
slip rentals—dry docking.

2330 Byron St., San Diego 6, Cal.

The Kona Kai Club Offers

the finest accommodations for indoor and outdoor living: beach and pool swimming, cabana and lanai suites, lounge, dining room, Kon Tiki bar, and boat moorings. A new 32-ft. sport fisher completely equipped for deep sea fishing is for charter to members. While the sportfisherman is pursuing game fish, complete facilities are available for his family along with a well-rounded youth program conducted by competent supervisors. For detailed information write or phone manager Jim Woods.

KONA KAI CLUB

450 Yacht Harbor Drive, San Diego 6, California
Telephone Bayview 2-1191

SHELTER ISLAND SECTION



Point Loma TRAVEL LODGE

5102 N. Harbor Drive — B 8751

Adjacent to San Diego Yacht Harbor and Municipal Fishing Pier
MILTON AND RUTH DOE

Congratulations
to our Harbor Commission and John Bate,
Port Director
San Diego—Harbor of the Sun

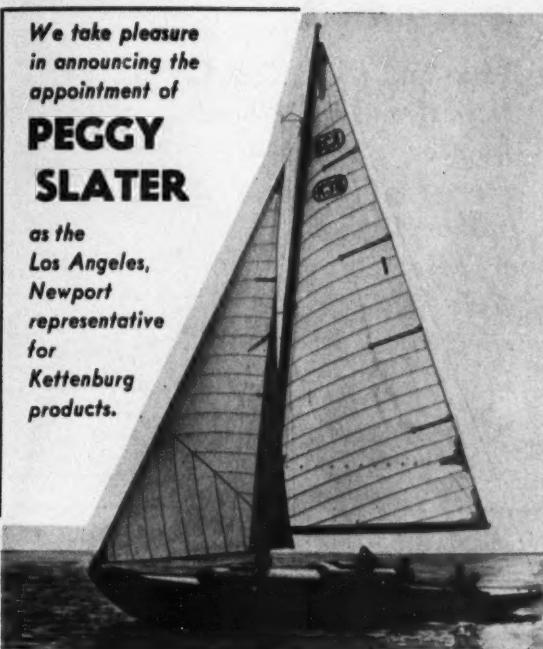
Fisherman's Wharf Cafe

2845 Garrison St., San Diego B - 2-3137
George Zarkos—L. Asian

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PEGGY SLATER

as the
Los Angeles,
Newport
representative
for
Kettenburg
products.



PEGGY SLATER
1321 Paseo del Mar San Pedro
Terminal 2-6566 8 to 11 a.m.

KETTENBURG BOAT WORKS
2810 Carlton St., Pt. Loma, San Diego

marine station, where both ice and bait fish are also available.

The renowned San Diego Marlin Club has electric hoists, new docks and hanging racks, and is the center of marlin fishing in the harbor. Here marlin are weighed in

Along the North side of the Byron Street causeway is the regular "Boat Yard Row." Kochler Kraft, Shelter Island Yacht Ways, Cabrillo Marine, Inc., Mauricio Boat Works, Driscoll Brothers Boat Works, Eichenlaub Marine Service and Kettenburg Boat Works offer all marine

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A completely concrete paved yard, specializing in marine repair—30 ton ways
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FISHERMAN'S LANDING**

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Congratulations to the Harbor Commission
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Adjacent to San Diego Yacht Harbor and Municipal Fishing Pier
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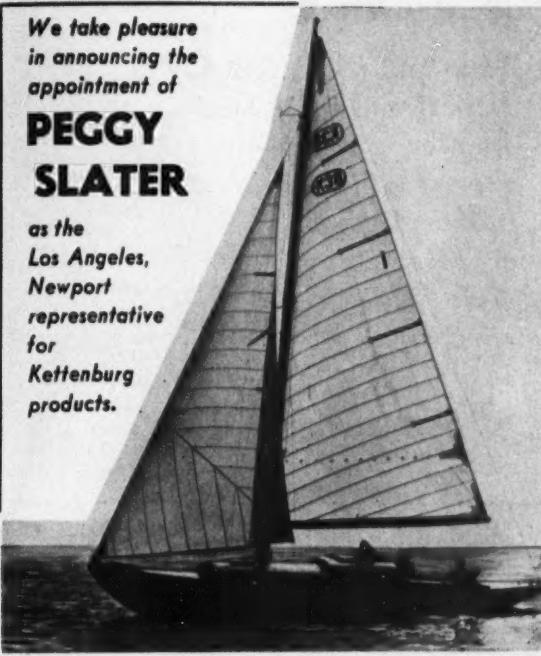
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Next door Jerry Medina has recently completed his Chris-Craft display room. He also has docking space available and a used-boat department.

For the gourmet, Art LaShelle has built one of his popular Christian's Huts on the northern tip of Shelter Island, with a spectacular panoramic view of San Diego across the harbor.

Sun Harbor Marina, Ltd. and Shelter Island Landing, Ltd. offer moorage facilities for commercial boats. The latter has 220 slips and extends courtesy to guests of Christian's Hut. Merle Parks of Sun Harbor was well known in San Pedro before choosing San Diego as his home.

Along the North side of the Byron Street causeway is the regular "Boat Yard Row." Koehler Kraft, Shelter Island Yacht Ways, Cabrillo Marine, Inc., Mauricio Boat Works, Driscoll Brothers Boat Works, Eichenlaub Marine Service and Kettenburg Boat Works offer all services, marine ways, engine repair, painting and boat building. Kettenburg is nationally known as the builder of the K-38, PC and PCC sloops and is the Chrysler Marine Engine distributor as well. Herb Sinnhoffer, a clever racing skipper, makes sails in his loft above Lano Briggs' San Diego Marine Exchange, where a complete line of new and used marine hardware is on hand. Grouped in the northwest corner of the commercial basin, Fisherman's Landing, Fisherman's Wharf and Point Loma Travelodge form a welcome threesome for the marlin fisher—Jim Miller's marlin charter boats, George Zarkos' Food & Grog and the Does' accommodations.

Shelter Island is too extensive and complete to describe in detail. Come and see it for yourself.

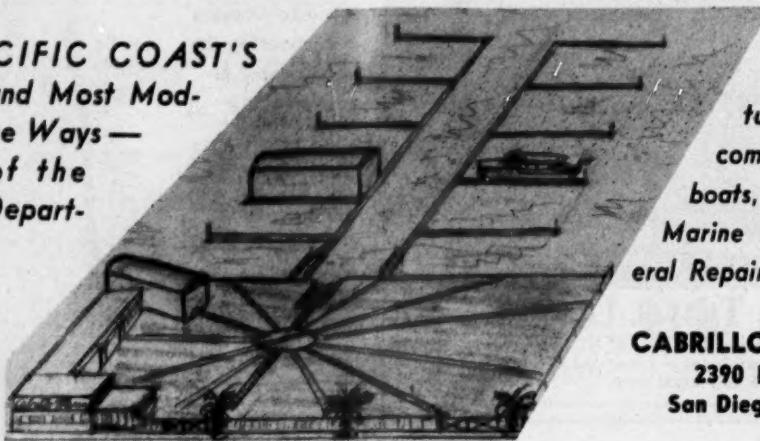
Congratulations to the Harbor Commission and Port Director John Bate

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Marine Yard
2420 Byron St. B-0413

EICHENLAUB YACHT AND MARINE SERVICE
Sabots, Penguins, Marine Ways
2608 Byron St. B - 2-1034

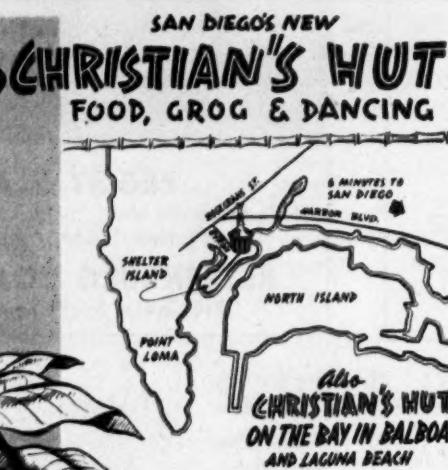
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The PACIFIC COAST'S
Newest and Most Mod-
ern Marine Ways—
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100 ton ways,
turntable with ac-
commodations for 22
boats, specializing in
Marine Painting & Gen-
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Congratulations to the San
Diego Harbor Commission
and
Port Director John Bate



Come Visit Us

Mr. SEA Reader
wherever you may be
Dear Sailor:

Just as this letter is next to Art LaShelle's Christian's Hut advertisement, so our landing on the North end of Shelter Island is next to this famous house of food and grog.

When you visit Christian's Hut and Shelter Island, use our mooring facilities, the newest and largest on this paradise created by the foresight of the San Diego Harbor Commission.

Sincerely,
Shelter Landings, Ltd.
1326 Yacht Harbor Drive
San Diego 6, California
Phone Bayview 3929

SAN DIEGO MARINE EXCHANGE
2636 BYRON ST., SAN DIEGO

PHONE BAYVIEW 7159

War Surplus • New & Used Marine Hardware & Fittings at Bargain Prices
Hall-Scott and 671-G.M. engines and parts • Pittsburgh Paints • Lauson Outboards



—Photograph by Van Nostrand

The 42-ft. cruiser Marpro, designed by Ed Monk and built by Chris Piess of San Diego, is a familiar sight at San Diego Yacht Club. She is owned by Lucian K. Small, one of our members and also a member of San Diego's Harbor Commission. He has played a leading part in the development of Shelter Island.

SAN DIEGO YACHT CLUB

By PEGGY COCKRELL

JIM OGLE aboard the *May Dee* missed by just four days fulfilling last month's prediction that the first Marlin would be landed by July 15. This 164-pounder took the bait on Sunday, the 19th to give Jim the first blue flag of the season. Al Penrose hoisted the second blue pennant with a beauty weighing in at 131 pounds caught July 31st from the *Intruder*.

The fisherman's luck story of the month comes from Ash Bown who put a hand line overboard while cruising home from Catalina and caught a 20 $\frac{3}{4}$ Albacore for his trouble.

A gratifying sight this summer has been the teen-age activity around the club under the expert guidance of Ed Ruffa who keeps things buzzing from early A. M. to late P. M. throughout the week. There is a continual round of races, swimming, sailing, tennis, and the "small fry" are kept busy in groups with the Junior Fishing Derby.

Working no small amount of wonders, Ed manages to channel the assembled packs of youthful energy into organized activity and has earned the undying gratitude of all the parents.

The Starlet group takes this program seriously, and it is no snap, as they must become proficient enough to pass tests in swimming, manning a skiff, sailing, teaching someone to handle a boat, and to top it off, an oral quizz on general subjects including rules of the road, nomenclature, and a demonstration on marlinspike seamanship.

There is no doubt that this nucleus of juniors will in the future be the officers and directors who will handle the yacht club as masterfully as they do their boats.

The results of the July Weekday Starlet Races are as follows:

1st—Tie between Pat Stadel and Bob Frazee.....	364 $\frac{1}{2}$
2nd—Mike Town	356 $\frac{3}{4}$
3rd—Gary Gould	339 $\frac{3}{4}$
4th—George Cheatham	265 $\frac{1}{4}$
5th—Edgie Scott	230 $\frac{3}{4}$

San Diego Yacht Club will play host for the 110 IV District Championship races from Monday, August 17 through Friday, August 21 preceded by official measurement and registration on Saturday and Sunday. This classic is open to boats of all districts, racing as one fleet, with separate trophies for IV District boats and visiting boats.

Bob Mann, who won last year at Gull Lake, Michigan, Dan Sanborn, and Dick Lough will be three of the four to race for this area. J. L. Myers with his *Keep Distance* will arrive as the entrant from Manila, Philippine Islands.

The second International Predicted Log Power Cruiser race sponsored by San Diego Yacht Club and sanctioned by the Southern California Power Cruiser Association is scheduled for Saturday, September 5th. This will be preceded by a race from Newport to San Diego on Friday, the 4th, for the power boats entering from that area. Visiting yachtsmen may obtain moorings at the San Diego Yacht Club.

Lloyd R. Gray, USN Ret. is race chairman, Hunter M. Muir, general chairman, and Mr. and Mrs. Dudley Williams will have charge of entertainment. Heading the committee for the Los Angeles entries is William A. Ferris, Secretary of the SCCA, and for Ensenada Mario Montes, Delegado del Gobierno and Ernesto Zenteno.

KNOCKING ABOUT THROUGH THE FLEET

(Continued from Page 38)

PREDICTED LOG RACE TO ENSENADA

SATURDAY, September 5th, is the date of the predicted log event for power cruisers from San Diego to Ensenada. It has been predicted that this fixture, now in its second year, is destined to rival the sailing classic to that city in number of entries.

The contest is under the sponsorship of the San Diego Yacht Club, where all entries should be sent and where full information can be secured. It will be preceded on September 4th, by the Balboa Yacht Club's predicted log race from Newport Beach to San Diego.

C. G. AUXILIARY CLASSES

D. IRVING LABY, Chief of the 11th Coast Guard District's Auxiliary Faculty, and Ted Carpentier, District Training Officer, have announced the dates of the Fall Classes in the Coast Guard's "Safety-at-Sea" training program. These classes are free and open to the public and cover a wide range of subjects of interest to boating people.

At the Blue Room in Balboa, Cal. the classes will start on September 11th. Sept. 14th is the date at Beverly Hills High School. On Sept. 15th they will begin at both Redondo Beach and Montebello High Schools. Sept. 16th, John Adams High School, Los Angeles. Sept. 17th, North Hollywood High School and Montebello High School.

C. G. AUXILIARY, 11TH DIST.

DISTRICT INSPECTION OFFICER DICK HUNT has announced a "Courtesy Weekend Inspection" for all boats. It will take place at the new Coast Guard docks, Newport-Balboa on Saturday and Sunday, August 29-30, from 10:00 A. M. to 5:00 P. M. each day.

No fee will be charged and no violation tickets will be issued by the Coast Guard.

This is a splendid opportunity for boat owners to have their boats inspected and help to make the slogan "Safety at Sea" a reality.

—U. S. Coast Guard Photo

Dr. Irving Laby, Chairman of the Faculty of Instructors of the C. G. Auxiliary, showing a class in piloting how it is done. Classes given by the Auxiliary in many subjects of interest to boat owners are open to the public without charge.



William L. (Bill) Horton, who left for Oyster Bay, Long Island, on August 10th, to take part in several big international races for Six Metres at the Seawanhaka-Corinthian Yacht Club. His May Be VII was shipped in a box car a few weeks ago. She filled it with only 4 inches to spare and was end-loaded. Bill's competition will include Six Metres from the East, Canada, England, Bermuda, Norway, Sweden, Italy and possibly from Seattle. Both team and individual races are on the schedule.



U. S. POWER SQUADRONS, DIST. 13

THE District 13 Power Squadrons will again resume their free educational programs in September, offering instructions in a variety of subjects, both for members and the general public. Courses for members cover advanced and specialized subjects ranging from Advanced Piloting and Navigation to Engine Maintenance, Weather and Sailing. A course in Piloting is offered free to the public covering the essentials of Seamanship and Small Boat Handling, and will be given in each city where a Squadron is located, with the Los Angeles Squadron conducting additional classes at Pasadena and Van Nuys, the latter being held for the first time.

The Piloting course will be held weekly for ten sessions, concluded by an examination for those who wish to "pass" the course. Persons successful in the examination may make application for membership in the Power Squadrons if they so desire. The instructors, all volunteers, are Squadron members especially experienced in the respective fields of their lectures. The outline and quiz material to be used in the coming classes has all just been completely revised and brought up-to-date in line with modern teaching methods. The schedule of these September classes to which all boat-minded men and women are invited with no advance enrollment, is as follows:

The C. G. Auxiliary, 11th Dist., has secured a lease on Fisherman Cove, Catalina. The members are constructing a clubhouse there and have placed many moorings, as can be seen here.





—Photograph by Ruskauff

A close struggle during the Pacific Coast Snipe Championships at Los Angeles Harbor, July 18-19. No. 7082 is Snowball, sailed by Tom Frost with Fred Schenck as crew. They won easily.

**UNITED STATES POWER SQUADRONS
FREE 10-WEEK COURSES IN PILOTING AND
SMALL BOAT HANDLING**

BALBOA	Sept. 14, 1953—7:30 P.M. Newport Harbor Yacht Club—For information call Harbor 2373-J
LOS ANGELES	Sept. 14, 1953—7:30 P.M. Manual Arts High School, 4131 So. Vermont AD 4-1755
LONG BEACH	Sept. 14, 1953—7:30 P.M. Franklin Jr. High—6th and Cerritos—L. B. 9-6181
PASADENA	Sept. 15, 1953—7:30 P.M. Pasadena City College, 1570 E. Colorado Sy 3-5111—Sta. 28
SANTA BARBARA	Sept. 16, 1953—7:30 P.M. Santa Barbara High School—S. B. 5-4607
SAN DIEGO	Sept. 14, 1953—7:30 P.M. U. S. Naval Reserve Training Center, Harbor Dr. F 7105
SANTA MONICA	Sept. 14, 1953—7:30 P.M. U. S. Naval Marine Corps Reserve Training Center, 3400 Dewey St—Exbrook 9-5964
VAN NUYS	Sept. 16, 1953—7:30 P.M. Van Nuys Adult Education Center, 6535 Cedros Ave. State 5-5427
SAN FRANCISCO	Sept. 15, 1953—7:30 P.M. Marina Junior High School, Chestnut and Fillmore Sts.—P. O. Box 4069

The second annual running of the San Diego-Ensenada Predicted Log Race which is being held under the auspices of the San Diego Yacht Club will have a USPS District 13 perpetual trophy, which will be awarded to the winner among the boats flying the USPS ensign. This is the first time in California that the Power Squadron trophy has

Ed Prahser uses his 17' Chris-Craft runabout Two Sons every week-end at Turlock Reservoir. He is a member of the Modesto Power Boat Club.



been put up for competition in a race of this type, and a goodly number of boats is expected to take part. The race will be run Labor Day weekend. Entry blanks may be obtained from Hunter M. Muir, San Diego Yacht Club, San Diego, California.

**PACIFIC COAST SNIPE
CHAMPIONSHIPS**

ON July 18th and 19th Tom Frost, skipper and Fred Schenck, crew, representing Newport Harbor, ran away with the Pacific Coast Championships of the Snipe Class, sailed at Los Angeles Harbor. It wasn't even a contest, as they carried off four 1sts and a 6th in the five-race series. This victory enables them to go to the National Championships which will start at Ardmore, Oklahoma on August 3rd.

In second spot was Leonard Smith of Alamitos Bay, the defending champion. Third was Walt Gloeckler, also of Alamitos Bay. The fleet of contenders included 21 boats.

PACIFIC COAST WATER SKIING

THE 4th Annual Donner Lake Water Ski Championships were held on July 25-26 at Donner Lake, where the water is so clear that one can see down thirty feet.

Looking at the scores for the slalom event, it will be noticed that no entrant made the possible 16 points. Up to the time of the tournament, high winds made it impossible to lay out the slalom early enough for practice as planned. Early Saturday morning before the contest several of the boys laid the slalom out. In order to get it ready for com-

—Photograph by Clarence Albecker
A group of Coast Guard Auxiliarists recently made a cruise from Wilmington to San Diego in the cruiser Revile. Here she is at anchor off the Southwestern Yacht Club.





—Photograph by W. C. Sawyer
A group of flatties waiting their turn to start during the invitational regatta of Cabrillo Beach Yacht Club at Los Angeles Harbor, July 25-26.

petition, it had to be done mostly by guess work. Consequently, it was not a true course. The slalom produced very few ties.

Barbara Green from the Stockton Water Ski Club was the only casualty of the day. While going over the jump (5' jump for women and girls) she fell, knocked the wind out of her, and bruised her hip. Immediately upon her fall, the crash boat, manned by Hubert Miller, went to her rescue. Later she was revived on the dock. With a good rest, Barbara was soon skiing again.

One of the new tricks introduced was the side slide (two skis). The judges allowed 20 points for this. Also, skiing backward on one ski, rope between the knees, was given 25 points.

A special attraction included a juvenile event, sponsored by the Donner Lake Lodge. First place winner was Ni Orsi, Jr., a nine year old boy from Stockton, going over the 5' jump. Twice this was done without a fall. This same youngster amazed the movie audience when he skied at 4½ years of age.

Larry Gallagher of the Stockton Water Ski Club skied in his bare feet. (Size 10) When doing so, the skier kicks up a terrific spray of water and it is difficult to see him.

Bill Rook from the Golden Gate Water Ski Club of the San Francisco Bay area came in first in the Veterans' Slalom, also third place for Overall. Bill is hitting 50 years of age, a grandfather. He has entered many sanctioned tournaments during the last five years. These were the first trophies won by him. No matter how old you are, there is still a chance. Bill Rook is one of the oldest contestants in the Veterans' Division.

The two boats used for towing the skiers were Hubert Miller's 131 hp. 17' Chris Craft, and Al Eames Cadillac powered Higgins.

Coupled with two beautiful days of weather and a buffet supper at the Lodge, the Tournament was a huge success. Thanks to Bill and Jean McCarty, managers of the Lodge. Mrs. McCarty presented 46 engraved trophies to the winners, just for skiing on a couple of wooden slats.

J. PAUL GUTLEBEN, Director
American Water Ski Assn.

RECAP OVERALL

	Entrants	Slalom	Jumping	Tricks	Overall Points	Place
WOMEN						
Angela Landis.....	500	320	400	1220	1	
Josephine Esparza.....	400	500	256	1156	2	
Nina Eames.....	320	400	205	925	3	
Elsie Mooers.....	256		500	756	4	
Barbara Green.....	256		320	576	5	
SENIOR MEN						
Larry Gallagher.....	500	500	400	1400	1	
Joe Balcao.....	400	320	320	1040	2	
Fred Petersen.....	320	400	256	976	3	
Charles Besotes.....	256	105	500	861	4	
Dan Miller.....	166%	131	131	428%	5	

Gene Doran.....	53½	205	164	422½	6
Jim Petersen.....	166%	205	205	371%	7
Walter Wachenfield.....	94½	164	105	363½	8
Robert Burroughs.....		256		256	9
Clarence Little.....	166%			166%	10
Dale Hall.....	94½			94½	11
Bob Keefer.....	53½			53½	
Mike McNally.....	53½			53½	

JUNIOR BOYS

Bob Peterson.....	500	500	500	1500	1
Bundy Green.....	320	400	400	1120	2
Herb Hickman.....	256		320	576	3
Roger Murphy.....	400			400	4

VETERANS

Hubert Miller.....	205	500	500	1205	1
Floyd Vance.....	320	400	400	1120	2
Wm. Rook.....	500	256	205	961	3
Ralph Mooers.....	256		320	896	4

Al Eames.....	400		256	656	5
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PORTLAND YACHT CLUB REGATTA

PORTLAND YACHT CLUB'S annual sailing regatta was virtually stolen by neighboring Rose City Yacht Club July 16, 17, and 18 when Rose City sailors captured three of the five first places in the three-day series. However, a Portland junior member, Jim Hansen, snagged the Columbia River Yachting Association's trophy for fastest time around the course, and also won the state Flattie championship with three straight victories.

Tom Green, Commodore of Rose City Yacht Club, paced his team mates by sailing his sloop *Tamara* to first place in the red handicap class races for cabin type boats. Second place in this class was taken by Don Schafer, of Portland Y. C., with the big sloop *Janie*, and third went to Jarvis Gould, R. C. Y. C., with *Time Out*.

Ed Ordway, of Rose City won the white handicap class series for non-cruising types of boats, with his Lightning sloop *Edrita*. Second was Dick Warner, of Portland, who recently brought his 5-meter *Mystic* to Portland from San Francisco. Third went to Jerry Alexander, of Rose City, with the *April*.

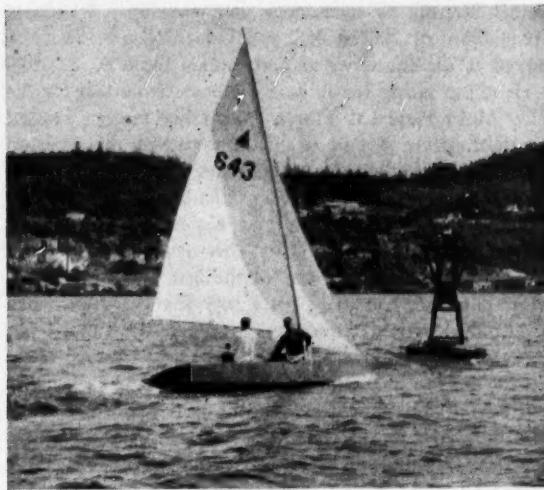
Tom Schneider, of Rose City, won the Bee class series with *Rock N' Rye*, followed by *Bonnie Bee*, sailed by Harry Brault, and *Frolic*, by Dr. John Keman.

The Crod class, exclusive to Portland Y. C., was won by Ed DeKoning, followed by Claude Butler second, and J. Lyell Ginter third.

Jim Jansen, an Oregon State College student, who

—Photograph by Beckner
This fine Scripps-powered craft is owned by Roland Reed of Newport Beach. She has seating accommodations for ten and was built by Cantiere Riva in Italy, but outfitted and launched by C. E. Chapman, Costa Mesa. A 350 H.P. Scripps gives her 50 knots.





—Photographs by Lawrence Barber
Bob Schafer's Flattie Gremlin heads toward a river buoy, one of the turning marks in the small boat competition at Astoria.

scooped up three straight wins among the Flatties, was tailed by Jack Elliott second, and Hugh Van Allen third, out of a class of 10 boats. Hansen's crew member was his sister, Nancy.

Jim sailed the final race over a five-mile course in 52:42, to nose out Don Schafer's *Janie* by 11 seconds for the C. R. Y. A. trophy, a large silver platter.

Three sea scout ships sailed for a special trophy, won finally by the *City of Roses*, with *Ranger* second and *Santa Maria* third.

LAWRENCE BARBER

ASTORIA REGATTA

SAILING honors at the Astoria regatta, July 25-26 went largely to Portland Yacht Club sailors who won firsts with their Crods and Flatties in the two-day event. J. Lyell Ginter, with the Crod sloop *Spanker II*, took the 15-mile long distance race July 25, winning in a very close finish over Ed Dekoning's *Evening Star* and Tom White's *Nina*. Joseph M. Dyer, Astoria boat builder, who designed and built the Crods, won fourth spot with his *Tom Tom*.

Next day, Dyer came back to take a shorter race over a

six mile course, with *Spanker II* second, and a sea scout ship, *City of Roses*, third.

In the small boat classes Saturday and Sunday, Bob Schafer, of P. Y. C., captured first place for Flatties, with Hugh Van Allen in *Loafer*, second. In a new class for New Haven sharpies, Harry Weitzer's crew in *Flying Cloud* took two firsts, with Henry Bergman's *Mal de Mer* second. Dick Springer, Astoria, won first in the Snipe class Sunday.

Outboard races sponsored by Oregon Outboard Association were taken by the following first and second place winners:

A stock hydros—First, Dick Schroder, Aberdeen, Wash., second, James Humbird, Hoquiam, Wash.

B stock hydros—First, Dale Larson, Astoria; second, Dave Byron, North Bend.

A stock runabouts—First, Jim Riley, Tacoma; second, Philipp True, Aberdeen.

B stock runabouts—First, Elden Breeden, Willamina; second, George Davidson, Coquille, Ore.

LAWRENCE BARBER

STRIKING SHIPWRIGHTS

TWENTY-THREE boatbuilding and repair yards were closed by striking shipwrights July 27 in the Seattle-Tacoma area. Operations at some of the yards had already been crippled by a four-week strike of machinists. Maybe they should be called "shipwrongs."

LEO LIVINGSTON



Right, above: Trophy winners at the Portland Y.C. Regatta. From left: Frank J. Thompson, Ed Ordway, Nancy Vaillancourt, Tom Schneider, Ed Dekoning, Tom Green, and Jim Vaillancourt.

Bee Class boats plowing down the Columbia River in PYC Regatta. Rock 'n' Rye, No. 2, in foreground, Tom Schneider, owner, won the series, with No. 10 second and No. 7 third.





Police Sgt. L. E. Bushling of San Pedro built this 33' cruiser himself, using a Beach design. Built of plywood, the boat has no frames, utilizing the longitudinal method. For power the Sergeant chose a Hall-Scott engine.

DOWN CORONADO WAY

IT wasn't because Lightning skippers of Coronado Yacht Club didn't try when they failed to bring home the District championship from Balboa Yacht Club over the weekend of July 25-26, for Fleet 114 sent five boats up for the keen competition which took place. The only first place out of the three-race series was won by Dick Driskell in *Fiesta* who chalked up the winner in the second race sailed Sunday morning. Ray Chenhall in *Zoom*, the defending champion placed seventh out of the fourteen entries.

Lightning champ Kelvin Savell of Mission Bay YC built his own boat about a year ago and had the day before completed a trip to Catalina where he had been on vacation. They had sailed the *Fanci* over on Tuesday from Los Angeles YC and spent the night at White's Cove and then spent the next three days cruising around spending six hours in Avalon on Thursday. Kelvin won the first and third races by one-quarter mile lead and in the second race he was only 30 seconds behind the first boat. He will represent the District at Buffalo, New York in the Internationals September 7-11.

New district officers in the Lightning class elected at the

Mr. and Mrs. Dick Driskell, owners of the Lightning Class *Fiesta*, Coronado Yacht Club, who won second race of Lightning District Championship Regatta at Balboa Yacht Club, July 25-26.



annual meeting by unanimous vote were Eric Weisberg, Commodore of Balboa YC and Donald Boase, Secretary also of BYC. Eric serves as port captain for BYC.

Handicap racing for July on the home front was for the Kitty Muhl Perpetual Trophy and a big turnout crossed the starting line in spite of all the yakity-yak that goes on before about where the skipperettes will obtain crews. Winner was the *Annette*, Mrs. Charles Soderberry, and second to win was Mrs. Herman Kobbe in the *Glamour Girl*, a junior knockabout class. This speaks quite well for Frances who has become one of the best crews in the YC after coming to Coronado but a very few years ago when the Colonel retired from the Army. Third to place was Mrs. Earle Childs in the *Jolly Roger*.

Crewing in the Lightning class with a feminine skipper was Staff Commodore Jess Ryno of Kaneohe YC, Hawaii who with Mrs. Ryno were weekend visitors at the time.

Handicap skippers are tuning the rigging for Los Coronados Island race for the Kelley trophy over the Labor Day holiday. Boats will follow the pattern set each year by racing around the island one day, anchoring in the lee of the south island over night for a bit of partyin' and racing back next day.

New members include H. H. Johnson who is skipper of a power craft; R. D. Gierke; Lt. Donald S. Devers and some new additions to the fast growing junior YC namely: John Pennoyer, Carl M. Ford, and Dick Hinkle.

Mr. and Mrs. Harry Davis of the *Demarie III* are commuting between Newport and Catalina Island YC this summer and Mr. and Mrs. Beverly Alexander are cruising coastwise in the *Nereid*.

Mr. and Mrs. John Guggisberg of the *Hekela* have returned from a time spent in Spain and are shipshaping the boat for some cruising. Fishing enthusiasts are Lyman Lathram, Tom Hearne, "Pinkie" Norcross, W. D. Chambers and Bill Adams. Bill is a new member who has been a topnotch crew in the Lightning class only to desert the ranks when he joined the Club for a power craft with a yen for fishing.

Young Bill Muhl, home on leave from the Air Force, spent his Sunday crewing for Louis Bodmer in the *Angela*

(Continued on Page 58)

Mr. and Mrs. Larry Guay of the 110 Class sloop *Rogue* at Coronado Yacht Club. This class is growing fast and is very active.



TRADE WINDS

SCOTT NOW SALES MGR. OF EVINRUDE

APPOINTMENT of Robert H. Scott as sales manager of Evinrude Motors, the country's oldest manufacturer of outboard motors, was announced today by Howard F. Larson, director of sales.

Scott rejoined Evinrude last year as assistant sales manager, having previously served as assistant personnel director from 1942 to 1949. In the interim he was associated with radio station WMIL in Milwaukee. As sales manager he will be responsible for the firm's relations with the more than 3,500 retailers making up Evinrude's nationwide distributing organization, Larson said.

NEW QUARTERS

NATIONAL SUPPLY CO.'S expanded building for offices, showroom and assembly plant in Vancouver, B. C., will be ready for occupancy late this summer, according to Jack Alger, Manager. The new building will treble the frontage of the present premises on Georgia Street and will greatly facilitate the handling of the company's growing volume of business in British Columbia.

NEW OWENS CRUISER

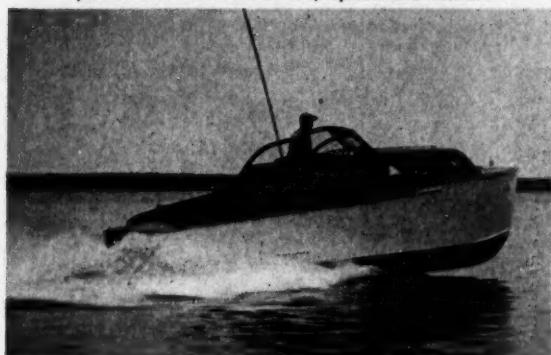
M. AND MRS. FARRELL DUNLAP of Los Angeles recently took delivery of a new 31-foot Owens Flagship Sedan Cruiser, christened the *Tepee*. The cruiser, which was sold from Owens-Pacific Yacht Sales, Inc. at Newport Beach, Calif., is powered with a 118-hp. Flagship engine.

Mr. Dunlap is manager of the LPG sales for the Richfield Oil Corporation. Both Mr. and Mrs. Dunlap are well known as airplane pilots, but Mrs. Dunlap says "we think the fun one can have with a boat is much, much superior to flying and we never miss our little Swift."

DESILVA HYDRO WINS

A NEW DeSilva-designed and built three-point hydroplane, owned by George Parrish of Bakersfield, Calif. took first place in A Hydro and B Hydro stock outboard

The *Le Sabre* heads out of San Diego harbor for marlin fishing. This new Graymarine-powered 25-footer, owned by Irvin Fiefield, was built by Mercury Marine Works, whose boats are known as Koehler Kraft. Pettit paints were used on the bottom, topsides and interior.



—Photograph by Van Nostrand
Mr. and Mrs. Warren Hussey purchased a new 26-ft. Express Chris-Craft from Jerry Medina, San Diego Chris-Craft dealer. The boat is named after their granddaughters, Molly and Jane.

classes in a recent race at Madera, Calif. This is the third hydro of this design to be built by DeSilva Bros. of Venice, Calif. Tom Ingalls, who bought the first boat, has never lost a race with his craft.

WOOLSEY APPOINTS NEW ADV. MGR.

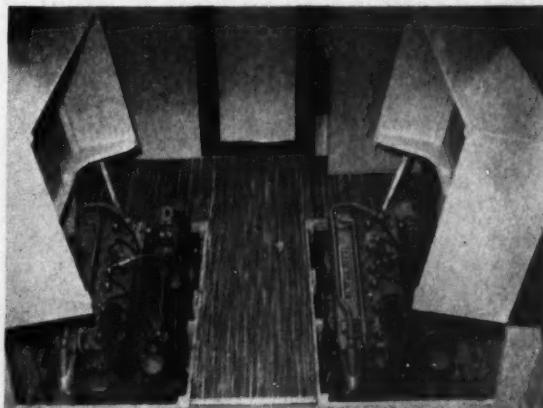
W. B. HANFT has been appointed the newly created post of Advertising & Sales Promotion Manager for C. A. Woolsey Paint and Color Co., Inc., manufacturers of yachting and heavy duty marine paints, it was announced today by C. E. Raabe, Pres.

Mr. Hanft previously directed the advertising and merchandising for Sapolin Paints Inc. He will assume his new post immediately.

SOCIETY OF YACHT & SHIP BROKERS

THE Society of Yacht and Ship Brokers of America was reactivated July 29, at a meeting at the Newport Harbor Yacht Club. A representative group of brokers elected George Watson of Balboa Marina, Newport Beach, president. George Michaud was chosen vice-president. Three directors named were Charles Stillwell of Long Beach, Merle B. Parke of Sun Harbor Marina, San Diego, and Charles Hopton of Newport Beach. It was the feeling of those assembled that a strong broker's association could serve prospective boat owners with dignity. Back dues were waived so that past members in good standing could

The two 100 H.P. 6-cyl. direct-drive Graymarine engines give *Le Sabre* her top speed of 39 miles. Paragon reverse gears are used and the props are Michigan Equipoise. Controls are Model MH Morse single.





Century Boats are proving popular in Newport Beach. Howard Stultz owns this 20' Century Resorter which Harold (Buck) Ayres, So. Cal. distributor, is trying out.

qualify by paying present dues as of July 28. Next meeting was tentatively set for the last Wednesday in the month, August 26, at San Diego.

SKI KITS

FIRST it was kit boats—now it's "Kitskis"—a knock-down outfit for assembling water skis. The sets are manufactured by Morrison Marine, Berkeley, Calif., and the exclusive distributor is the John G. Rapp Co., San Francisco, and Los Angeles.

The buyer of a "Kitski" outfit can save himself \$17 by putting together his own water skis. All forming, gluing, basic sanding has been done, and the skis are ready for finish sanding and varnish. They are furnished with a set of "Wake Master" bindings and four hardwood stabilizing fins. All necessary screws and hardware are included.

FIELD ENGINEER OF JOHNSON MOTORS

JOHNSON MOTORS of Waukegan, Illinois, has announced the establishment of a new executive position of field engineer. Gordon Read, an experienced outboard mechanic and Johnson sales representative for the past two years, has been appointed to the new post. His new assignment will be to coordinate efforts of the sales, service and engineering departments in the field and to observe the usage of the firm's products throughout the nation.

—Photograph by Ruskauff

Cohmion Boats of Long Beach, Cal., developed this new 12' sport runabout, of plywood construction, with 5' beam, 21" freeboard and 30" molded depth. It will seat four and is shown using a Marlin "100" outboard motor.



NEW MATTHEWS CRUISER

ANOTHER new Matthews cruiser is after game fish in the San Diego area. William F. Steigerwald, of San Diego took delivery of a 41-Matthews deluxe sedan from the Robert V. Staats Co., Newport Beach. The boat will do 23 knots with her Chrysler Royal specials and 2½-1 reduction gears. Staats has the first of the 1953 model double cabin, flying bridge Matthews available in Newport Beach. Call Harbor 2580 for information.

JOHN GRIFFITH'S NEW YAWL

JOHN S. GRIFFITH of Newport Beach, who had the misfortune to lose his 77-ft. ketch *Maaroufa* by fire near Ensenada a few months ago, has replaced her with the 65-ft. Alden-designed yawl *Valballa*, purchased recently in New York through the George Michaud Co., yacht broker of Los Angeles. The yacht was shipped from the eastern port on July 29th.

EVINRUDE SALES UP 40 PER CENT

SALES of Evinrude Motors, oldest and one of the largest manufacturers of outboard motors, so far in 1953 are more than 40 per cent ahead of the same period last year, according to Howard F. Larson, director of sales.

"Outboard boating, once confined largely to the men of the family, is now attracting women and children as well," states Mr. Larson.

ROLLER APPLICATION OF COPEROYD

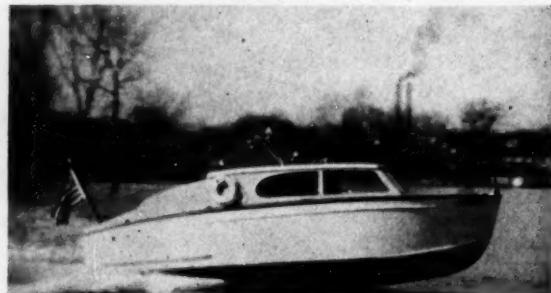
METALLIC COATINGS CORP. of New York recently issued a statement to boat owners in which they suggested that Coperoyd, the company's marine paint product, lends itself well to the paint roller method of application. With Coperoyd it is preferable to use a mohair covered roller rather than one covered with soft fleece or wool as well as the type in which the paint is poured in a pan and the roller dipped into it rather than the type where the paint is contained in the roller itself.

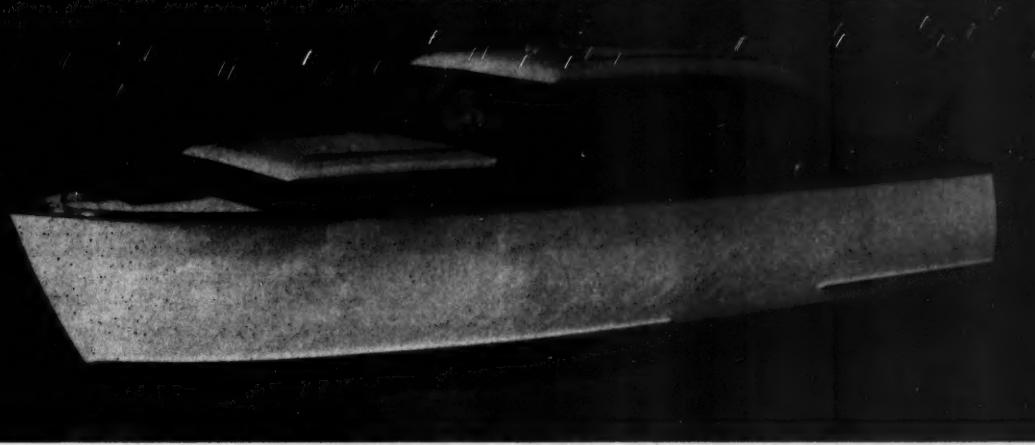
CHRIS-CRAFT SALES AT MALIBU

CHRIS CRAFT boat kit sales are reaching new heights in the Malibu Beach area, reports Clay McConnell who represents Chris Craft at that beach resort, and who recently was elected president of the Malibu Chamber of Commerce.

Jules Freedman of Beverly Hills is completing a 21-foot kit, using a 95-hp. Chris-Craft engine. Roy Stone of Inglewood and his business partner have each built a 31-foot

Bay City Boat's Model 1620 all-purpose cruiser, 20 ft. overall. It is suited for day cruising, fishing, water-skiing and overnight cruising. Bay City Boats, Inc., of Bay City, Mich., is one of America's oldest boat builders.





HUNTER 34' SEDAN CRUISER

Here is the new 34-ft Sedan Cruiser. She's a rugged, seagoing beauty with trim lines and flashing performance—Large cockpit and galley, plus owner's stateroom forward, lots of locker space, and full headroom—Powered with twin 115 hp Gray marine engines driving through reduction gears. She is a home afloat. WHY NOT MAKE IT YOURS?—STILL TIME IN 1953—WRITE, PHONE, WIRE—

HUNTER BOAT CORPORATION

P. O. Box 5, Suisun City, Calif.

Phone: Suisun 300

Compare, and see why

HUNTER CRUISERS

are your best buy—there's a model to suit you

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Southern California Distributor

In San Diego—Call

WILLIAM L. BURNSIDE, Dealer

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Phone Humboldt 8-8423

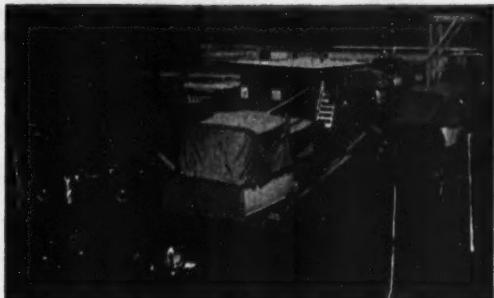
30' Cruiser del. Balboa.....	10,500
34' Twin Screw Express.....	15,500
34' Twin Screw Hunter.....	15,500
40' 3 Cabin Twin Screw.....	22,900

Prices F.O.B., Balboa Subject to Sales Tax

90% of the lumber in Hunter Cruiser is mahogany. Immediate delivery on most models. Terms if desired.

Hunter Service

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THE YEAR



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SALES, SERVICE, FACTORY PARTS

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California's Finest Yacht Harbor

Newport Beach, Calif.

first.. TO HONOLULU



STAGHOUND
Ira P. Fulmore's 39'
ALDEN Ketch.

Winner of 2225 mile
Trans-Pacific Los
Angeles to Honolulu
Race. Also first in
Class C.

CHIRIQUI
Tucker McClure's 61'
ALDEN Ketch was first
in Class B and fourth
in Fleet.

first TO HALIFAX, N. S.



SALMAGAL II
Arthur B. Homer's 51'
ALDEN Yawl.
Winner of 361 mile
Bay of Fundy Race —
Manchester to Halifax,
Nova Scotia. Also given
on the "Boston Award"
for the Best Found Ship.

Congratulations to the owners — the men
responsible for getting the most out of their ships.

Look at the records —

ALDEN designed boats are comfortable — seaworthy — and up there bringing home their share of the silver. Consult with us now.

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BOSTON
NAVAL ARCHITECT



607 FIFTH AVENUE
NEW YORK
MARINE ENGINEER

kit boat. Each is powered with a pair of 145-hp. Chris-Craft engines, supplied through the H. G. McKinney Co. of Wilmington. Gordon Steen of Los Angeles has completed his 18-foot kit runabout.

A new Malibu resident, L. Statham, decided he needed a boat to make full use of the ocean and he chose a 33-foot Chris-Craft, supplied by Clay McConnell, and powered with two 145-hp. Chris-Craft engines.

J. B. SMITH CO.

THE J. B. Smith Co., Newport Beach, builder of Channeliner cruisers, announces that Vernon Edler is now associated with the firm as sales manager. Production has been stepped up on their utility and cruiser models at their new location, 1215 Coast Highway, Newport Beach, phone Beacon 6576. The company is setting up dealers in the Los Angeles, San Diego, and Lake Mead areas. Inquiries are invited.

ROSAN, INC.

BIG. GENERAL STANLEY E. RIDDERHOF, U. S. M. C. ret., was appointed vice-president of Rosan, Inc., Newport Beach, Cal. by Jose Rosan, president of the firm. Rosan, Inc. is the parent corporation for Seacraft, well-known yacht repair yard in Newport Beach.

BARTELL'S MARINE RADIO

BARTELL'S MARINE RADIO of Newport Beach, Calif. recently installed an Apelco H-160 85-watt high-seas radiotelephone on the *Minerva*, a 110-foot Stephens cruiser. On the cruiser's recent trip to Acapulco, there were 90 calls placed through the new set to the San Francisco high-seas station.

LEHMAN DINGHIES

THE Lehman interclub dinghy is once again in production, this time under the watchful eye of the designer and well-known sailor Barney Lehman. Barney has formed a company, with his associates Winston R. Fuller, and Earl G. Corkett, known as Plastaglass Co., 427 30th St., Newport Beach. Close to 300 of these sporty dinghies have been built, and an Interclub dinghy association now exists in the United States and several countries. Barney also builds 14-ft. glass dinghies.

WESTERN HARDWOOD LUMBER CO.

THE Western Hardwood Lumber Co. of Los Angeles, one of the West Coast's oldest lumber firms, has recently undergone a change of ownership. Mr. Walter Ehrlich, new president and general manager of Western Hardwood Lumber Co., states that the company will continue with no changes in operating personnel, assuring continuance of the same high standards of service and quality to the boat-building industry on the West Coast.

KNOCKING ABOUT THRU THE FLEET

(Continued from Page 54)
in a handicap race and won third place.

Deserting a new swimming pool at Palos Verdes for a summer on the schooner *Monsoon* are Mr. and Mrs. D. H. Radcliffe.

TEDDY ACKERMAN

(Continued on Page 60)

Be Sure to Do THIS



—when You
Put Your Boat
to Bed

"A stitch in time saves nine"—especially at fall lay-up time. Here are two things you can do now to greatly lengthen the life of your boat.

● Protect Fuel Tank From Rust with SAV-A-TANK Cartridge

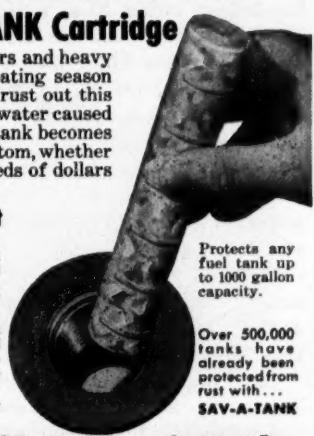
One of the biggest dangers and heavy expenses in next year's boating season will be the fuel tanks that rust out this winter. In every fuel tank, water caused by condensation inside the tank becomes acid and eats through the bottom, whether iron or copper. Save hundreds of dollars—perhaps even your life.

So Simple, So Low in Cost

Just drop the amazing little **SAV-A-TANK Cartridge** in your fuel tank for a full year's protection. It neutralizes the acid, makes condensation completely non-corrosive.

Don't risk going through this winter without **SAV-A-TANK!** Get an extra one for your home oil burner. It's mighty cheap insurance—**only \$3.**

Junior size for outboard motor gas cans, autos, trucks. **75c.**



Protects any
fuel tank up
to 1000 gallon
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Over 500,000
tanks have
already been
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rust with...
SAV-A-TANK

● Save Yourself Hours of Work

—Let the Roll of the Boat Clean the Bilge

Even bilges that need little attention the rest of the year get a thorough going-over by all good yachtsmen at lay-up time.

Save yourself all this hard work—do away with it for good on your boat. Use **AUTOMATIC Bilge Cleaner** now—it's really **Automatic**—no more scrubbing or scraping.

Reaches Where Nothing Else Can

Just pour a little in the bilge—then after the boat has had a good roll, pump the bilge and out goes all the grease, scum and dirt. Then add a little more, and the bilge will be sweet and clean all winter long.

Don't risk all the damage gas, oil and grease in the bilge can do to your boat. Protects paint, fittings, and caulking. Non-caustic, gentle as a kitten.

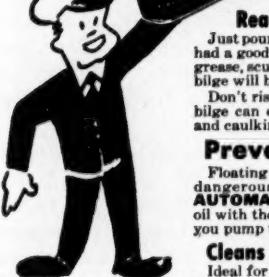
Prevent FIRE or EXPLOSION

Floating gasoline and oil in the bilge is always dangerous on a boat—a frequent cause of fire. **AUTOMATIC Bilge Cleaner** mixes this gas and oil with the bilge water so it is all pumped out when you pump the bilge—greatly reducing the risk.

Cleans Everything—Galley to Gunwale

Ideal for everything above and below deck, including greasy engines. Even gull droppings disappear like magic. Takes harbor scum off hull.

Order a can today! **Quart only \$1.98.** Save time, and money—order a **Gallon, \$7.50.**



Also Ideal for Outboards
Keeps them safe from
slippery floorboards.
Gets rid of all slime.

Let the ROLL OF THE BOAT Clean the Bilge!

SEND NO MONEY—Order these Sudbury Quality Marine Products C.O.D. plus postage (or send cash and we'll pay postage). **Money-Back Guarantee.**

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for Special Offer*

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Sudbury Laboratory, Box 982, South Sudbury, Mass.

Send me the Sudbury Quality Marine Products ordered below:

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|---|--|
| <input type="checkbox"/> SAV-A-TANK Cartridge . . . \$3.00 | AUTOMATIC Bilge Cleaner |
| <input type="checkbox"/> Junior Size Cartridge75c | <input type="checkbox"/> Quart . . . \$1.98 |
| <input type="checkbox"/> Household Cartridge \$3.00 | <input type="checkbox"/> Gallon . . . \$7.50 |

Name

St.

City Zone State

<input type="checkbox"/> Enclosed is \$
Ship postpaid.
<input type="checkbox"/> Send C.O.D. plus postage.



*Sailor
Sam
Sez:-*



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MOTORS AND MARINE
SUPPLIES
FROM SAN FRANCISCO'S
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LEADING MARINE
STORES!**

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Runabouts, Utility Boats, Cruisers
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EVINRUDE & ELTO PARTS

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NAVICOTE & SMITH

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CHRIS-CRAFT KIT BOATS

FEATHER CRAFT

(Aluminum) DUNPHY
(Molded Plywood and
Strip Built)

GLASSPAR
(Fiberglass)

CHAMPION

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RUNABOUTS — FISHING BOATS

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(Continued from Page 58)

INLAND EMPIRE SEA

LATE in August, the Navy was to have sold several big boat sheds at Lake Pend Oreille, each having slips for 12 watercraft. Outside dimensions were about 68 by 120 feet for each shed.

Sheds, not being used in present operations of the Navy at Farragut, Idaho, may be leased where located, or moved, or are available for purchase, under terms in the bid call.

The Navy still operates at the lake and expects to continue operations there.

Don Blume still is top man in the Spokane Sailing Club's Knockabout racing class, with four firsts in five starts. Harold Thompson has one first place, but is out-pointed by Oscar Calkins. Third place is a jumble of several.

The club abandons racing for July and most of August, to permit members free rein in cruising operations on 22-mile-long Lake Coeur d'Alene.

John Amsberry, race chairman, said August and September races promise to be heated battles, as second, third and other places can be taken by any of the Knockabouters who make good showings.

Outboard motor sales have been excellent this season, according to reports of various sales agencies. They say it is apparent that more people each year are giving up the crowded highways for more time on the water.

July, an outstandingly rainless month in the Inland Empire, was fine for the boaters, and they utilized the fine weather in everything from outboards to 50-footers.

E. HARVE PARTRIDGE

PENGUIN CLASS NEWS

THE Balboa Yacht Club's Fourth of July Regatta was won by Charlie Rook with a sweep of five firsts in the five races. Wes Prisbey was second and Frank Thomas took third spot by a flip of a coin over Cres Murray. Nine boats raced in good breezes and holiday boat traffic.

And at Alamitos Bay, the Fourth of July series ended in a tie between Doc Thomas and Sherry Hossom. Third in the fleet of 20 boats was Joe McQuilken.

In the single-handed series at Alamitos Bay, the winners this month were Sid Exley and Dana Brown. With ten boats in each series, the strong winds often made it difficult for the skippers to hold their Penguins down by themselves.

John Biby led the way in the July Twilight Series at Alamitos Bay. After donating the trophy for that month's series, he proceeded to win it with a stupendous record of six firsts in the eight races, with an average of fifteen boats out each Wednesday evening at 6. In second spot was Sid Exley and Sherry Hossom was third.

The beautiful Fleet Captain's Trophy donated by Charlie Rook, was sailed for by the Balboa Fleet on July 25 and 26th. Five races were held in good winds, and Bob Woodward retained the trophy with 6½ points, followed by Reed Scot with 11½ and Charlie Rook with 12 points.

JEAN WOODWARD

SAN JOAQUIN SCUTTLEBUTT

MILLERTON MOORINGS—Millerton sailors once again made their annual dash for fame and fortune; the Treasure Hunt was held on July eleventh. With the suitable accompaniment of a howling wind, spray over the bow and water in the cockpit, the skull and crossbones was hoisted and the sailboats raced out of Pirates' Cove in search of buried treasure. From the "Bucket of Blood" to



She's right! The split-second response and easy maneuverability of small craft equipped with Paragon Transmissions make boat handling a real pleasure. For long lasting dependability in fair weather or foul—look for the Paragon seal on your next engine.

Paragon

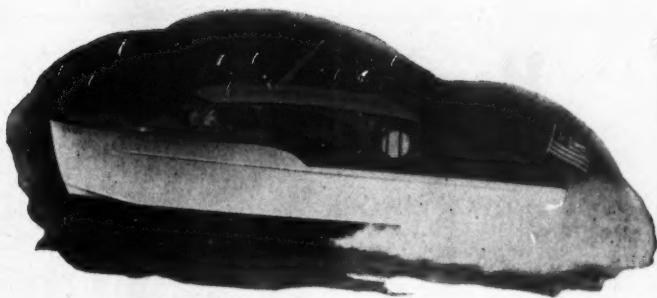
Reverse & Reduction Gears

PARAGON GEAR WORKS, INC., TAUNTON, MASS.

SMOOTH RIDING



*Soft Rubber
Water Lubricated*



*Western Fairliners
Are Cutless Equipped*

Smooth out your ride with soft rubber, water lubricated, Cutless bearings. The bearing that cushions the propeller shaft and absorbs noise and vibration. Improves the performance of your boat. The bearing that outwears all other bearings, often 15 to 1. Not affected by oil or grease.

Available from Boatyards and Marine Suppliers

LUCIAN Q. MOFFITT, INC.

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Engineers and National Distributors

B.F. Goodrich *Cutless BEARINGS*
PROPELLER SHAFT



Could be the end of your boating and a big financial loss . . . unless your insurance covers the *full* value of your boat!

That's why it'll pay you to call on the professional counsel of your North America Agent. He'll make sure you're fully insured—against the perils of the sea as well as against legal liability for damage to the property of others or for bodily injuries.

Ask your North America Agent just how economical

this complete insurance really is, and how it helps you enjoy your boat.

NORTH AMERICA COMPANIES

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PROTECT WHAT YOU HAVE®

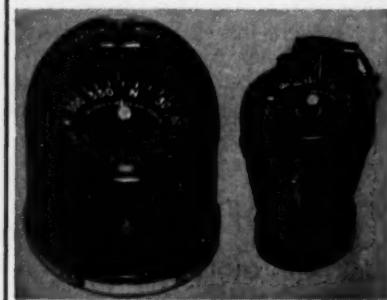
Pioneers in Protection — Serving with 20,000 Agents in the Public Interest



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SPERRY TOPSIDER DECK SHOES

We maintain a complete stock of Topsiders in all types, both for men and women. Drop in and see the new "Buoy" model.



WILFRID O. WHITE AND SONS COMPASSES

These precision instruments are the ultimate in compasses. Models available for all sizes of boats, both power and sail.

South Coast Company

Newport Blvd. at 23rd St., Newport Beach, Calif.

Good News!
Kenyon
Speedometers
are now
available again!
10 - knot
12 - knot
15 - knot
Models

See us for:
Gray Marine Engines
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the "Disappearing Island," to the "Seagulls' Revenge," to the "Pirates' Graveyard," and eventually to the loot—a stop watch, found by young John Forst, the "blackguards" and their damsels raced, and then in unpractical fashion, they joined forces, cooking their food and drinking their grog around a fire on the shore.

SAN JOAQUIN RIVER SAILORS—This seems to be Stockton Yacht Club's year for renovation. Not only is the clubhouse undergoing rebuilding, but so many of the members' boats have been in the process of painting or repair that a couple of races have had to be called off. Jack Curnow's, Bud Reiman's, and Henry Bowman's boats are in the midst of rehabilitation, Bob Peterson and Marty Kimpton are painting, and Commodore Henry Hankins is putting the last touches on his new boat. New members are Dr. Louis Ghiglieri, who has a cruiser *Ru Lu*; Kurt Springer, who owns the houseboat *Marsh Manor*; and Bruce Iopini, who recently purchased a new 18-foot Century. Wind sailors and motor sailors all joined together for the first time at the Stockton Yacht Club's new clubhouse, for their Open House Dance, to which all Stockton yacht clubs were invited.

SACRAMENTO YACHTSMEN—Another "gold rush" started in Sacramento when word leaked out that there was treasure buried somewhere on the river. 17 respectable cabin cruisers became pirate ships, and club members became pirate captains who, with the assistance of bloodhounds (the Em Abbotts' little dog) and a bloodthirsty crew, deciphered coded messages and raced their ships to destinations such as the "Island of the Dead." Triumphant pirates were Commodore Ken Hansen, Em Abbott

(*Sissy 2*), and Cris Christopher (*Missy Too*).

31 boats participated in a weekend cruise to Suisun, and for many of them it was the start of a vacation in the Delta. Skipper Bill Hurst and First Mate Susie had a very successful fishing trip on the Pat Patton sport fisher *Sunfish* out of Crockett. They caught 16 fish, the largest a 20-pound striped.

IRENE SANFORD

PIERPONT DAVIS

ONE of Southern California's best-known racing skippers died last month. He was Pierpoint Davis, who was always entered in races his various boats were eligible for from 1923 to within a few months ago.

With three of his brothers and his brother-in-law, Ted Conant, he bought the R boat *Patricia*, a Nicholson design, and was soon in the thick of the hot competition then raging in that class. In 1933 he bought the Eight Meter *Babe* from Owen Churchill, renaming her *Santa Maria*. That same year he served as Commodore of the California Yacht Club. In the great storm of September, 1939, *Santa Maria* broke loose from her mooring at the anchorage of Los Angeles Yacht Club and became a total loss. Pier then bought a Ten Meter, which he also named *Santa Maria*. Whenever his name is recalled, yachtsmen always mention his outstanding sportsmanship.

EUREKA'S JULY FOURTH REGATTA

MEMBERS of the Humboldt Yacht Club, Eureka, California, played host to yachtsmen from along the California-southern Oregon coast at their annual Fourth of July Regatta held on Big Lagoon, in northern Humboldt county. Prefacing the racing program on Sunday, July 5,

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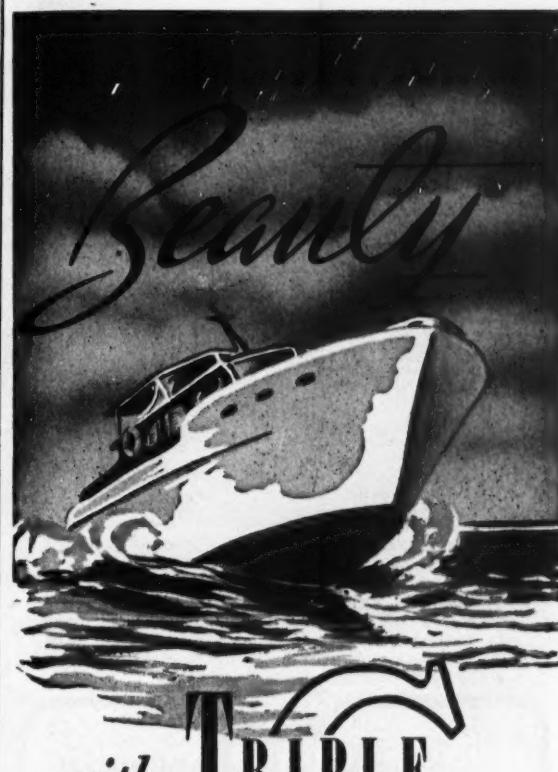
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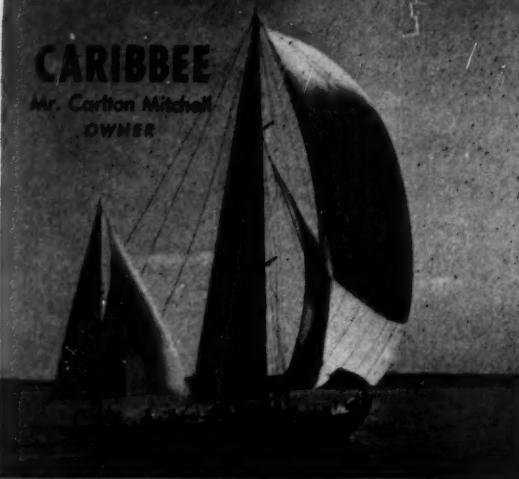
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the visitors were feted at a dinner held at the Orick Inn.

Bernard Howard, Eureka, won the El Toro class event, over fifteen entries. Henry Spinni, San Rafael, captured high honors in the next major event of the day. E. S. Morris, Jr., Eureka, won the unlimited race, with second honors going to Leo Fisk, Coos Bay, Oregon.

The club held its annual picnic on July 12, and racing events were planned for every third Sunday of each month through the summer.

FRANK FLAHERTY

INTERNATIONAL 14 NEWS

CORONADO YACHT CLUB'S small boat regatta on June 27th and 28th was, as always, a wonderful one in which to race. We had a nice turn-out of 13 boats, eight from the Newport Fleet and five from the San Diego Fleet. Carl Eichenlaub took first place honors in the regatta, Peter Gales was second, and Bill Sutherland was third.

Over the Fourth of July there were so many regattas that the fleets were scattered all over California. However, a few brave souls trailed their boats up to Santa Barbara for the Semana Nautica. The race was between Bill Douglas and Don Wattson, with Bill finally emerging the victor.

The Twilight Series on Thursday nights at Newport Harbor Yacht Club has proved to be a great success. Racing in the cool of the evening is fun and the points so evenly divided that we won't attempt to declare a winner in the 14's until after the last race in August.

CAROL ANN JONES

RAINIER YACHT CLUB

THE Rainier Yacht Club has a busy schedule of races this summer. On August 15-16 a salt-water predicted log race was scheduled. A Labor Day cruise will follow to the north end of Puget Sound. Then, on September 19-20 the club's summer racing series will wind up with the Commodore's Cup race.

LEO LIVINGSTON

BOAT LAUNCHING FACILITIES

BOAT launching facilities will soon be as important in municipal planning as tennis courts, ball diamonds and public parks, states a recent survey made by the Evinrude Boating Foundation. Small boat owners, more than doubled in numbers in the past 15 years, are hard put to find suitable launching sites.

Quoting from the Foundation report: "A community governing body that understands the value of boat ramp installation and is willing to include a launching site program in the budget, will reap the rewards of boating safety and civic appreciation, as well as in trade dollars from the increasing number of visitors who travel by water."

"The boat owner who supports highway construction through automobile gasoline taxes while riding from lake to lake should be able to expect tax support of boat launching ramps, because he also has to pay a tax on gasoline that he uses in his boat."

There are organizations other than community governing bodies that can contribute to a boat launching program. Sporting goods dealers, sportsmen's clubs, municipal recreation authorities and promotion-wise merchants can lend financial support and after-work hours to the construction of a battery of launching ramps that will be available to all small boat owners.

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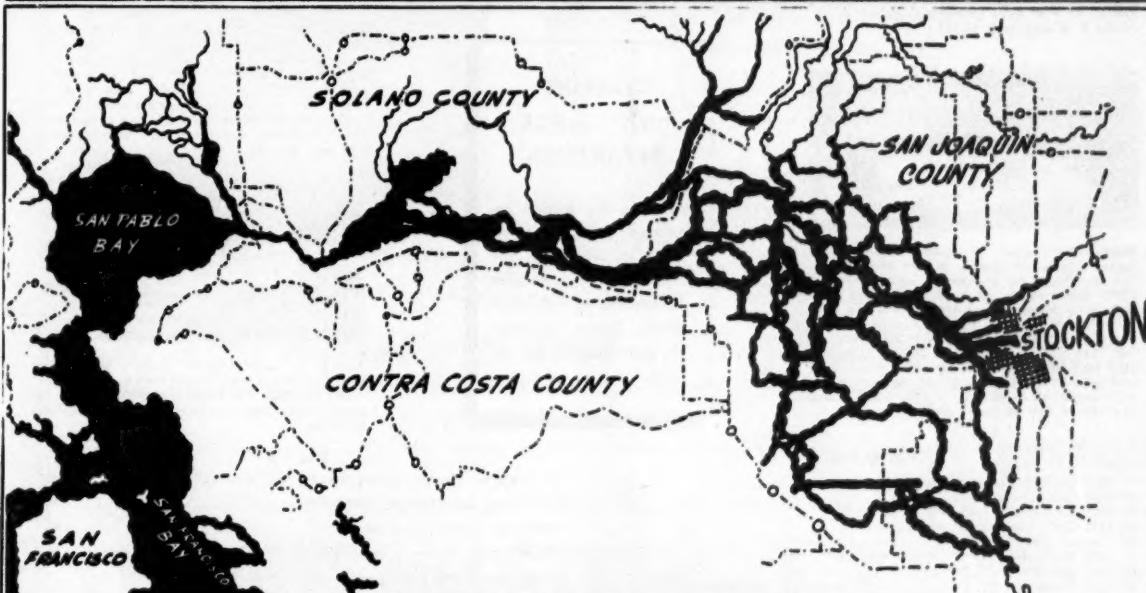
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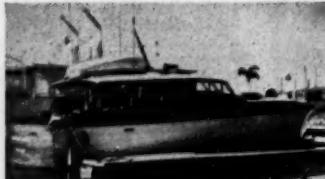
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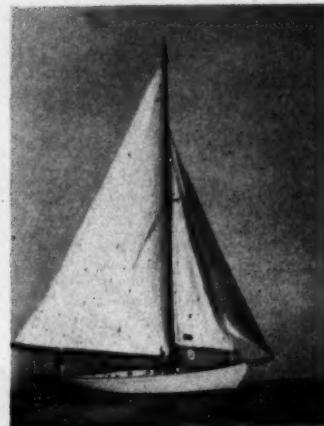
Newport Blvd. at 23rd St., Newport Beach, Calif.

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WE HAVE THE BUYERS—LIST YOUR BOAT WITH US
SEE BOB ENSIGN, OUR YACHT BROKER



48' 1948 Elco DeLuxe twin screw cruiser powered with a pair of new 165 HP Chrysler Royal specials, 200 gals. of fuel in copper tanks, 25 watt ship to shore radio, Allen auto pilot, CO2 system, sleeps 7, 2 heads and a shower. One of the finest yachts ever built. Offer.



Above: 49' John Alden designed aux cutter. Excellent cruising and family boat, slips. 7, new Chrysler 95 HP motor in 1951. This boat does 10 knots under power. New sails in 1951. Dimensions are 49'x16'x8'. This is a buy, reduced to \$10,000.



Above: 36' 1948 Chris-Craft express cruiser, twin 145 H.P. engines, S-S radio, CO2 system, stainless steel elect., bait tank, new top side curtains and full white cover. New drapes, carpets, upholstery, paint and varnish. Both motors have just had a complete overhaul. See this, \$14,500.



Above: 38' Lowman enclosed cruiser. An excellent sea boat, powered with a 1949 Chrysler Royal 145 HP with a 3-1 reduction gear. Engine is fresh water cooled, 25 watt S-S Radio, 12 volt aux. generator, sleeps 6, includes 8' dinghy, only \$6,750.



Above: 1951 33 ft. Richardson enclosed cruiser with twin Crowns. Excellent family boat. Also room for four people to fish, this boat has many extras including bait tank with elect. motor, auto pilot, bilge sniffer, ship to shore radio, aux. generator, 12 volt system, 6 new heavy duty batteries, slips. 4 in two cabins and has 11 ft. beam. Another South Coast bargain. Like new \$13,500.



Above—the famous 18' Lyman Islander, 1953 model is now on display in our Show Room. This boat can be purchased for as little as \$3,900 delivered in Newport Beach with a 25 H.P. Gray Motor. The picture shows the boat with the windshield top and side curtains which cost \$160.00 extra. There are other extras that can be installed at the factory, i.e., bait tank and motor \$35.00, keel under front seat \$115.00, boat cover \$75.00, 60 H.P. motor with speed of 24 M.P.H., \$130.00 extra. Place your order now to insure delivery.

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POWER

17' 1950 Chris-Craft utility	
18' 1941 Chris-Craft utility, 95 H.P.	
24' Exp. Cruiser, twin Crowns, top cond.	
25' 1948 Chris overnighter, s-s radio	
25' Cruiser, slips. 3, wide beam, xint. family boat	
25' 1948 Richardson Sport Cruiser, new paint, xint. cond.	
26' 1947 Fairliner, 7.5, SS radio, immaculate cond.	make offer
24' Gar Wood cruiser. Twin 125 H.P. Gray motors, S-S Radio, CO2 system, bait tank, etc. Clean boat!	offer
30' 40' Sport Fisher, built by Mitchell Crown Mfg., s-s radio, 8 scoop, salt tank and motor, slips.	4,500
30' 1950 Hunter Sedan Cruiser, 115 HP Crown, clean.	7,700
32' Wheeler twin screw sedan cruiser	7,900
33' 1951 Richardson twin screw enclosed cruiser, auto pilot, S-S radio, aux. generator, 12 volt system.	13,500
37' Com. Sport Fisher, Chrysler Crown rebuilt 1950, full price.	1,900
38' Lowman cruiser powered with a 1949 fresh water cooled Chrysler 145 H.P. Royal, 25 watt S-S radio, slips. 6, clean.	6,750
40' 1942 T.S. Cruiser in excellent condition	12,000
48' Elco T.S., skipper maintained, in xint. cond. Lots of extras. See this one.	15,500
50' Mathews T.S., s-s radio, xint. family boat.	asking 23,500
75' Twin Diesel cruiser, 190 watt radio, auto pilot, Fathometer, excel. company boat.	

10' Used So. Coaster sailing dinghy. Ken Watt sails, xint cond.... \$ 495

16' Falcon. Late number, good sails..... 450

Snowbird, good racing record..... 450

23' Albatross. Three to choose from..... \$1,400 to 1,800

26' Luders-16. Xint cond. two to choose from.

32' 30 Sq. meter aux. sloop. Built in Norway in 1939. Excellent cond. throughout. Slips. 5..... 7,500

36' Angelman ketch, excel. cruising and racing boat..... 22,000

37' 48 Diesel ketch, designed by Hanna, s-s rad. 12' beam, slips. 5...Offer

40' Flush deck aux. ketch, 12' beam, slips. 6, an xint boat..... 17,500

49' Aux. cutter designed by John Alden. Sails and motor new in 1951. Asking..... 10,000

59' Schooner in top cond., Schock design, dim. 59'x47'x14'2"x8'6" a real yacht..... 49,500

63' Yawl, designed by Anker & Jenson. Built in Norway, new sails in 1949, 62 H.P. Gray, new in 1949. A bargain..... 11,000

90' Schooner, built 1949, 165 HP GM Diesel, slips. 10-15, reduced to 35,000

Subject to prior sale or withdrawal without notice. Particulars believed correct but not guaranteed.

WHERE MORE BOATS ARE SOLD THERE MUST BE A REASON



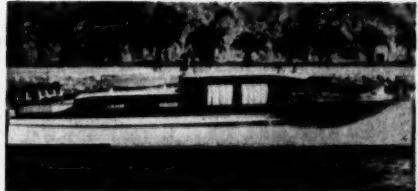
36' TS Drake, built 1947. Two 115 HP Crowns. Radio. Sleeps 6. Top condition. \$9950.



Among the finest afloat. 118' Defoe Cruisemaster built in 1947. A proven design incorporating luxurious comfort and seaworthiness. General Motor Diesel power with speed to 18. Accommodation for 9 guests and 5 crew. Beautiful interior decorating. Available at 1/3 her replacement value. Appointment only.



New 26' TS Drake Craft Plywood with entire hull and bottom fibre glass covered. Sleeps 4, dinette. Twin 115 HP Chryslers with speed of 37.



A beauty afloat this 38' cruiser built by Fellows and Stewart. Teak superstructure, 160 hp Gray engine. Every extra, radio, pilot, charger, etc. etc. Must be seen.

40 acres in Imperial Valley, California. Will rent \$2400 a year net or \$3000 plus on share basis. \$27,500. Will trade for boat.

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See all the boats available for sale without leaving our office. Listings are classified into type and price groups with photographs.

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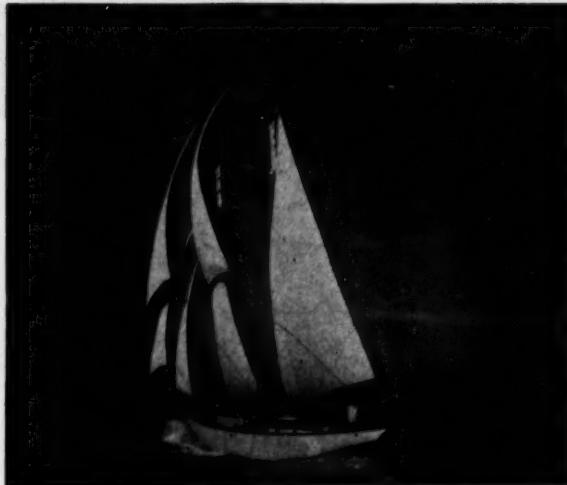
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This husky and able 60' Alden Schooner has just completed 12,000 miles (which included 1953 Transpacific Race) of an extended cruise planned to South Seas. This schooner does not have to be put through an expensive overhaul and outfitting period to get her ready for a cruise! She is in cruising condition now! Available for inspection in San Pedro Month of September only. (Owner then intends to continue cruise if not sold.)

PARTICULARS—60'5"x45'10"x15'6"x7'10". Built 1939 by Goudy & Stevens of East Boothbay, 2" Mahogany Planking, Teak Decks, 2 Suits Sails plus many extra light Sails, New Engine 1953, Sleeps 10, 2 Heads, Roomy Interior.

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WANTED — A WIND

(Continued from Page 21)

—referring to the alteration of *Star* from schooner to ketch rig.

Traditional end for TransPacific activities is the race from Honolulu to the island of Kauai, jointly sponsored by Waikiki and Kauai YCs. Invariably a number of T-P racers make this channel crossing jaunt to the northern island, for a last, full sample of Hawaiian hospitality.

This year Fulmor & Co. aboard *Stagbound* convincingly displayed their capacity to win by taking Class A (racer) honors from a fleet of 14, with a corrected time of 11

hours 45 minutes for the 120-mile course. Don Spiers' ketch *Nam Sang* was first to finish in the class, second on corrected time over *Jada*. Class B (cruiser) top spot was taken by Don Doyle of Waikiki YC in tiny, 18-foot sloop *Anne*, ahead of Dick Dole's yawl *Typee*, first to finish among the cruisers. Fastest boat of the trip was Woody Brown's catamaran *Manu Kai* which, though officially not in the race, took only 11 hours 15 minutes for the Class A course.

With the double win behind him, Skipper Fulmor announced that *Stagbound* was to be put up for sale. It is therefore doubtful if anybody will get another chance to beat the 1953 ocean racing champions of the Pacific. This

Yacht "THUNDERBIRD" For Sale

40' Grandy built fall 1947, single Royal 2.56-1 eight knots cruising at 2,000 rpm. Flying bridge; 4 station Naud controls; Westinghouse throttles; electric winch; Fisher Mate radio; Fiberglass dinghy; photo-electric pilot; 12v boat operating system; 32v domestic system; pressure water; Galley-gal water heater; Constellation compass; Sutton bilge pump; Onan auxiliary generator; CO2 system; 235 gas, 200 water capacity; foam rubber over-lays on beds; 2 heads; sleeps 6; very comfortable good sea boat; economical. Will consider trade on larger Diesel equipped cruiser or on motorsailer. Shown by appointment.

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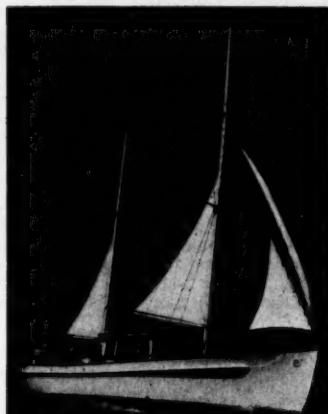
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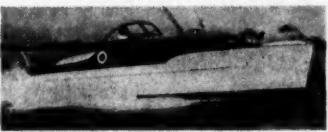
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system, etc. Her accommodations are comfortable, 3 toilet rooms, etc. Construction wise her specifications include 2½" planking, 4" x 6" frames, teak decks and trim lead ballast, bronze fastenings, stainless rigging, etc. Dimensions 67' x 60" x 18' x 7'. Priced by appointment.



For Sale—Smart, able aux. sloop, blt. in 1936 of fine materials including mahogany, planking, Everdur fastenings, teak deck, lead ballast, etc. She has hollow spars, stainless rigging, inventory of sails, Gray engine, SS radio, RDF, etc. She sleeps 4 comfortably, with full headroom, good galley & toilet room. Dimensions 40' 8" x 31' x 9' 6" x 6' 4". Priced to sell now.



For Sale—Smart, fast 1948 Twin Screw Chris Craft Sport cruiser. Completely rebuilt 1953 including major on engines. Just refinished. In commission ready to go. She sleeps 4 in real comfort, large cockpit suitable for Marlin fishing, fine galley & toilet room. Powered with 2-145 HP. C.C. engines. Much additional equipment. Dimensions 34' x 33' x 11' x 26'. Priced to sell.

George Michaud Co.

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FOR SALE— "THE SHOWBOAT OF THE PACIFIC"

ONLY ONCE IN A LIFETIME DOES AN OPPORTUNITY LIKE THIS ARISE. A PERFECT COMBINATION OF SAIL AND POWER PERFORMANCE.

Designed by the famous Wm. H. Hand and built by true craftsmen at Wilmington Boat Wks. she incorporates the best in 67' Ketch rigged Motorsailers. Powering at 10 knots and with enough fuel capacity to comfortably go to Hawaii, she is yet a real sailboat. Her equipment is most complete and includes G.M. 175 H.P. Diesel main engine, Crofton 32 volt 2 KW generating engine, plus 2 KW generator off main engine. Black iron tanks, Kirsten Auto Pilot, Fisher R.D.F. Raytheon Recording Pathometer, 40 watt S to S radio, Pressure water for 6, including beautiful galley completely equipped with Diesel stove, refrigerator and deep freeze, 3 toilet rooms, etc. Construction wise her specifications include 2½" planking, 4" x 6" frames, teak decks and trim lead ballast, bronze fastenings, stainless rigging, etc. Dimensions 67' x 60" x 18' x 7'. Priced to sell now.



For Sale—Probably the most famous of the big sloops. Winner of several lockers full of trophies. Holder of Records. Although old in years, she has had a complete face lifting, and appears to be in A-1 condition. Complete racing and cruising sails, Gray eng., light plant, R Tel., etc. 6 real berths, galley, toilet room, and a garage full of equipment. Dimensions 66' x 43' x 13' 3" x 8' 5".



For Sale—Flying Bridge Chris Craft blt. 1948, launched 1948. Powered with twin 6-165 HP C.C. engines. 1 new 1951 and one new 1952. 750 watt 40 amp. water cooled generator, sleeps 7 to 9 in luxury. Much equipment incl. auto pilot, SS watt tel., etc. A beauty to sell now. Dimensions 46' x 45' x 12' 6" x 3'.

For Sale—Fine combination Yacht and work or fish boat. Excellent accommodations plus large refrigerated hold. Complete galley with electric refrigeration, hot water, dishmaster, pressure system, etc. Two toilet rooms. She is powered with Twin 6-71 G.M. Diesels and has Hercules Diesel generator, 110 volt system. Just surveyed and pronounced good condition. Dim. 75' x 9' x 13' 6" x 4' 6". Priced to sell at \$23,500.



For Sale—Comfortable and roomy Twin Diesel Yacht. Designed & built Luders. A most livable layout. Powered with twin 6-71 G.M. Diesels, Kohler 110V light plant, copper tanks, Diesel galley stove, Elect. 10' refriger. Her accommodations include 4 double staterooms and 3 toilet rooms. For a home afloat see this one without fail. Dimensions 81' x 80' x 15' 6" x 5'. Priced to sell at \$35,000.

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205 W. 22nd St., San Pedro, Calif.
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30' Bird class sloop, aux. motor, sl. 4	4,250
64' Wilbo yawl, Chrys. aux., new sails	39,000
35' Wheeler cruiser, twin Chrysler, slps. 6	8,500
35' Elco cruiser, twin Crowns, sl. 4, beautifully maintained	17,250
28' WarrenCraft cruiser, slps. 4, complete inventory	4,750
23' Aux. Drake Craft Sloop, clean, sleeps 2	2,250
27' Feather Sloop, cup winner	2,000
33' Dunnigan Aux. Sloop, Gray 25, reduced to	6,700
30' cabin cruiser, Ford V-8, sl. 3	OFFER
36' Harco cruiser, sl. 4, Chrysler	6,000
32' S & S cruiser, twin Royals, fast	8,900
30' Higgins cruiser, Sterling 180-HP	OFFER
43' Schock cruising cutter, sl. 5	13,500
17' Teak Lady sloop, immaculate	1,400
26' Seabird aux. yawl, 2 to choose from	OFFER
52' aux. schooner, livable	6,000

AT LIDO PENINSULA YACHT ANCHORAGE

Foot of 31st St., Newport Beach, Calif.
Tel. Harbor 1696 or Harbor 2351

30' New steel Sport Fisher, inspection invited	5,500
35' Aux. Ketch, blt. 1946, teak decks, SS rig.	13,300
36' 1948 TS Drake, a one-owner boat, top condition	11,500
40' TS Double Cabin Chris-Craft 1948, 130 HP CC engs.	22,500
48' TS 1947 Custom Built Cruiser, cost \$42,000	Open to OFFER
37' Husky Cruising Ketch, aux. motor, slps. 4	8,250
30' Danish aux. cutter, Gray 4	4,500
71' Diesel aux. schooner, sleeps 7, radio	37,500
84' Diesel Cruiser, twin GMC, fully equipped	60,000
107' Steel Schooner, Diesel power, sleeps 20	OFFER
57' Husky Diesel schooner, blt. 1937, fine for offshore cruising	19,000
55' Schock cutter, blt. 1935, sl. 6 in 3 cabins	18,500
105' triple screw Diesel cruiser, fine for Mexican cruising	60,000
48' TS Flying bridge Chris-Craft 1939, near new engines, sl. 9	16,000
75' TS Diesel cruiser, not fancy but a fine boat for cruising. Anxious for offer, asking	23,500
48' TS Elco 1947, near new engines. Very anxious for offer.	
40' TS late model Matthews, Chrysler Royals, MUST SELL NOW. MAKE OFFER.	

Subject to prior sale or withdrawal without notice. Particulars believed correct but not guaranteed.

LOOK OVER OUR LINE OF NEW AND USED BOATS



THE OWENS 31 SUPER EXPRESS

The Season's Best Used Boat Buys

1951 34' twin-screw Owens cruiser. Complete in every respect. Can't be told from new.....\$11,990.00

1949 33' Owens, immaculate condition and like new, with many extras.....\$8850.00

1950 model 41' Chris-Craft express, complete with dual controls, showers, automatic CO-Two system, sailing dinghy, etc.....\$25,000.00

See the Washington 19' Outboard Cruiser, beginning at \$985.00.
Sleeps three. Provision for generous galley, head and hanging lockers.

Also fine selection of used cruisers from 26 to 60 ft.

See the New:

OWENS 31 SUPER EXPRESS

You will enjoy the superb seaworthiness, outstanding beauty, unusual spaciousness and livability of this popular cruiser. Compare width of aisles, berths and greater headroom as well as main saloon, lavatory and amount of locker space with other boats of similar length. Consider these other features:

Flying Bridge controls from all-mahogany one-level cockpit . . . berths for six people . . . Full headroom carried through mahogany cabin . . . 4' x 3' galley with large double-door ice-box . . . two burner alcohol stove . . . sink, glass and dish racks and ample locker space.

On port side of cabin is dinette and on the opposite side fore and aft lounge, both of which make up into upper and lower berths. Two more berths are in private stateroom forward. And there's a lot more you'll see when you go to look at the boat.

You can arrange for inspection or demonstration of the Super Express by calling our Seattle plant. Also on display are the Owens 21' de luxe inboard and the 21' outboard cruiser.

WASHINGTON BOAT CENTER

BOAT BUILDING - REPAIRS - PAINTING - MECHANICAL WORK - BROKERAGE - INSURANCE
705 East Northlake North End of University Bridge Seattle 5, Wash.

year's winning combination—Skipper Fulmor, Navigator Leary, and very Able Hands Ralph Phillips, Frank Simpson III, Frank Powers, Ed Kober, and Syd Kraul—can have the best of all feelings, of retiring while still on top of the heap.

FROM THE ANGLER'S CHAIR

(Continued from Page 25)

Fair Fishing

has been reported by Charlie Hopton. Albacore are being taken due South of the jetty about 40 miles, and off the

West end of Catalina and Santa Barbara. Reports are coming in that schools of alby are coming up from the South. Lots of marlin have been seen and 6 or 7 including one double hook up reported. The water is still dirty, the temperature between 60-65.

Don Locke

came across an 18-ft. basking shark, three bathtub lengths round, six miles off the East end of Catalina. And of course, George Kayajanian did the miraculous job of hauling in a 465-lb. broadbill to the Balboa Angling Club, largest ever weighed there. George fairhooked the fish on 24

CLARK SWEET Fred Schenck

630 - 31st Street

Newport Beach

Harbor 0159

POWER

18' 1951 Lyman Islander.....	\$2,100
21' Essaness, 165 hp, sleeps 2, 42 mph.....	3,500
23' Chris Express, '47, Chrysler Crown.....	4,300
27' Higgins Sprifsh'r '51, Chrysler Royal, Special, sleeps 4.....	7,500
30' T/S Elco, 1948, None finer.....	15,500
54' T/S Wilbo Custom Express Cruiser Hall Scotts, 22 knots.....	20,000
65' Twin Diesel Cruiser, Ready for Mexico or Alaska.....	40,000
92' Twin Diesel Cruiser, Radar, Fathometer, RDF, deep freeze, not a conversion.....	55,000

Buy of the Month

K-38

Late model, completely equipped, including, Radiotelephone, Lifelines, Pulpit, Life raft, Roller Reefing gear, Monel gas tank, Good sail inventory. Better than new at less than cost.
Price.....\$15,500

SAIL

26' PIC sloop, 4 to choose from.....	\$2,350 up
29' Dragon Class sloop, Olympic entry.....	3,750
33' Dunnegan Aux. sloop, teak decks.....	6,750
37' Cruising sloop, sleeps 4, teak decks.....	10,750
39' Crocker designed diesel cutter.....	15,000
49' Anker Aux. sloop, beautiful condition.....	15,000
50' Aux. Cruising ketch, new rig & Sails.....	offer
70' Diesel ketch, built by Wilbo.....	30,000

SAIL & POWER BOAT INSTRUCTION

HEADQUARTERS FOR DINKITTEN & LEHMAN PLASTIC SAILING DINGHIES

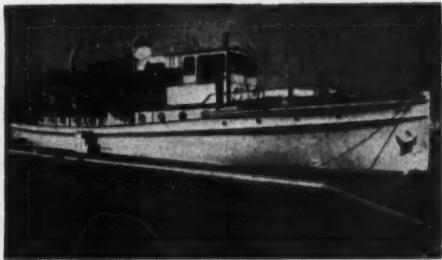
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ED RICHARDSON, Salesman
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Harbor 4156



FOR SALE—45' T.S. Diesel Yacht. Radar, 2 ship to shores, A.D.F., fathometer, auto-pilot. Sips. 9. An extra large galley and dinette with diesel and electric range. In commission at our anchorage. Shown by appointment.

FOR SALE—45'x17'x6' T.S. Diesel Yacht. Teak decks, Auto pilot, deep freeze, depth recorder. Sleeps 14. 1400 miles cruising range, 1000 gals. water. Can be shown by appointment.

SAIL

50' Aux. Sloop, very good cond., st.st. rig, sips. 6.....	\$ 8,500
48' Ketch motor sailer, diesel, 1,100 mi. range, 2 suits sails.....	27,000
39' Aux. Yawl, good family boat.....	4,850
37' Husky Aux. Ketch, "Spray" type hull, xint cond.....	11,000
37' Diesel Hanna Ketch, bit. 1948, very clean.....	11,000
35' Aux. Ketch, 3rd place winner Acapulco Race, Shock design, teak decks.....	11,000
32' Aux. Yawl, very well bld., 2 suits xint. sails.....	9,750

POWER

117' T.S. Diesel Yacht, accommodates 10 guests, 4000 mi. range, very complete equipment, fine condition.....	\$85,000
110' T.S. Diesel Yacht, sips. 12, one of the finest yachts of her type available at the realistic price of.....	45,000
90' T.S. Diesel Yacht, 3000 mi. range, radar, auto pilot, fathometer, many other features.....	55,000
65' T.S. Diesel Cruiser, very clean, auto pilot, ship-shore, direction finder, good value.....	22,000
40' DCEB T.S. Chris Craft, several to choose from. All excellent condition. Will submit.	
27' Fast sport fisher. Completely equipped, newly redecorated, xint. cond. Good buy at.....	6,250
26' Sport Fisher, six can fish from cockpit, elect. bait tank, clean, exceptional.....	2,750

thread on Jim Donnelly's *Tarfu*. He had it aboard in 3 hours and 10 minutes.

Most Interesting

news comes from Dr. Frances Clark, senior biologist at the Terminal Island fish and game laboratory. One of the 215 albacore tagged last year in local waters, was caught 324 days later and 550 miles southeast of TOKYO. From the time he got his California license plate, that albacore swam 4500 miles which is an average of 14 miles a day. And it is of course true that the albacore might have gone to Japan via Tahiti, thus adding to his mileage. In this almost year, the albacore grew three inches.

The Cissell

stainless steel fishing chair is now on the market. It is lightweight with a foam rubber seat and back in waterproof red or blue. Cost is \$99 F. O. B. Louisville, Ky. Dealers inquiries are invited. W. M. Cissell Marine Specialties, Inc., 831 S. First St., P. O. Box 1143, Louisville, Ky.

Pacific Sales

Box 1145-M, Pasadena now makes a fishing rod butt holder, which will fit any belt and stores handily in a tackle box. It weighs 6 ounces and is of thick neoprene with a deep-holed socket. Sells for \$2.



SAIL AND POWER

← Has 4 single & 1 dbl. Staterooms. Reg. dining table w. corner sofa. Large Galley. Plus 2 crew. Kermath Diesel & 3:1 Reduction. All in all terrific!!!!!!

41' Chris-Craft DC FB 1950. TS & Complete.....	\$20,300
45' Cutter 1946. Universal Aux. Norway fab.....	14,400
34' Chris-Craft Commander 1952. Twin 145's.....	15,000
57' Aux. Racing Yawl 1950. Winner all out.....	66,000
53' Steel Burger Cruisers. Several available.	
62' Aux. Diesel Ketch 1951. Finest Bargain.....	28,000
31' Chris-Craft Sedan 1950. A good buy at.....	8,900
33' Aux. Sloop 1946. Excellent buy in Sweden.....	5,500
39' Matthews Double Cabin 1941. Twin engines.....	9,500
41' Auxiliary Racing Sloop 1949. A buy in Sweden.....	15,000
WE HAVE ALSO: 12 Dragons, Nine 5.5 Meters, Eighteen Int. 6 Meters, Several 8 Meters, Etc., Etc., Etc.	
42'6" Cutter 1950. A terrific boat in Norway. \$17,000 Delivered. →	

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Newport Beach, California
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Boats ranging from utilities to cruisers of 63', varying in price from \$2,000 to \$30,000.

One 26' Welin used for display purposes only—Open to offers.

The finest in workmanship and material, built in 1950 at a cost of \$70,000, 50' twin Diesel with long cruising range and accommodations for 8. Boat in excellent condition and fully equipped less owner's personal effects. This boat can be purchased for approximately 50c on the dollar. Will be shown by appointment only.

Offers within reason will be submitted.

The Welin all-steel non-sinkable cruiser on display. (Can be financed)

Stock boat listings wanted

yacht slips	BOAT SALES	marine supplies	
SAIL		POWER	
83' schooner, new sails, ready to cruise anywhere.....	\$24,000	30' WarrenCraft cruiser.....	\$3,750
76' Alden schooner, teak deck.....	Want offer	25' cruiser, fast, built 1951.....	3,500
35' cruising catamaran, new 1952.....	10,900	24' cruiser, Chrysler Crowns.....	2,000
39' schooner built 1948.....	6,400	25' cruiser, auto pilot.....	2,300
30' aux. ketch.....	2,500	40' Diesel charter sport fish.....	4,950
		32' sedan cruiser.....	4,000

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1700 W. 9th Phone 60101
Turn Right at Foot of Santa Fe

LONG BEACH

THIS IS YOUR OPPORTUNITY!

GOOD YACHT VALUES

60' Stephens Diesel cruiser, 3 staterooms, 3 heads, elec. refrigeration, 4-burner butane stove, 35-w. Ship to Shore, 1,150 gal. fuel, 14' Dodge launch, ideal for extended cruise.....	\$22,500
63' converted AVR, twin Diesel.....	22,500
36' steel cruiser, twin Royals, Auto Pilot, many extras.....	5,500

HIRTH HARBOR
803 Bayside Drive, Newport Beach Phone: Harbor 0974

Outboards
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Yachts

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LIGHTHOUSE YACHT LANDING
Berth 205-B Cerritos Channel
Wilmington - TE 4-9959
(1000 ft. West of Ford Ave. Drawbridge)

WEEK-ENDING IN THE SAN JUANS

(Continued from Page 27)

typical of the entire weekend. It was temperate and sometimes overcast, sometimes sunny. The only rain was during the night. The water was smooth. We spent time under the canvas top and outside of it. We were just darn comfortable all the way.

In speaking of the canvas car top that hooks to the windshield I might mention that before we retired Saturday night at Lopez Inn we stowed the binoculars, cameras, cushions and personal clothing along the windshield ledge under the top. It poured during the night, as I have mentioned, yet we didn't have one leak around our cover and everything was bone dry.

We put the Seafarer into full throttle as we left the launching platform and headed for a bight at the Northwest end of Decatur Island. By prearrangement we met Dr. Wayne Graham, his wife and two children who were beginning a ten day cruise in a 21-foot Bryant's Voyager outboard cruiser powered with two Evinrude 25's. The

NEWMARK'S YACHT CENTRE

AUXILIARY SAIL

28' Norwegian cruising cutter, new Watts sails, a buy.....	\$ 4,500
30' raised deck fast cruising sloop, really clean.....	6,500
30' high grade cruising sloop, beautiful workmanship.....	8,500
34' Winslow cruising cutter, nylon sails, many extras.....	9,500
37' Atkins blue water ketch, top condition, a beauty.....	17,500

POWER CRUISERS

34' TS Elco deluxe sedan, sleeps 6 in 2 cabins.....	\$ 8,750
36' TS WarrenCraft, auto pilot, 50 watt radio.....	6,400
40' TS 1848 husky sea-going deluxe sedan.....	15,500
40' TS 1951 express cruiser, an outstanding buy.....	13,500
70' TS Diesel cruising yacht, 2,000 mile range.....	22,500

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W. D. SCHOCK, YACHT SALES

504-29th St. Newport Beach, Cal. Harbor 1851-J

SAIL

New 12' Firefly, Ratsey sails.....	\$ 495
17' Thistle, steel trailer, top shape.....	1100

POWER

17' Chris-Craft sea boat, 1947, trailer, 120 HP engine, xint cond.....	1750
21' Chris-Craft utility, 120 HP engine, top condition.....	2150
20' cruiser, excellent trailer, 25 HP Evinrude, excellent shape.....	2150

We have many more listings in power and sail.

Listings wanted in Power and Sail. Finest small boat listings on the West Coast.

CHRIS CRAFT SALES

3315 BYRON STREET SAN DIEGO 6, CALIF. PHONE B7468

33' Owens T.S. marlin chair, outriggers, etc., 1 owner.....	\$ 8,500
33' Chris Sedan '49, Pilot, Radio, Gen. T.S. Chrysler.....	14,500
30' Stephens '38 T.S. Express, Radio, Marlin chair.....	5,900
32' Chris Exp. Dual controls, 65 W Radio D.F. C-o-2, Bait tank, Twin 145, Auxiliary generator.....	14,800
53' Elco, Fly bridge, T.S. Four Staterooms, 3 toilets, Shower, Hot water, Crews Quarters, Large Salon, Fathometer, Radio, Pilot, Aux. Gen., Bait tank, Elec. Winch. Consider Property, Trust Deeds, Asking	25,000

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Fig. 508
NEW ITEM

Provides ventilation at all times regardless of weather, volume of air can be regulated.



BRASS TILLER ROPE TIGHTENER



Fig. 732

NEW ITEM—Short Length—Strong spring will outlast several steel tighteners.

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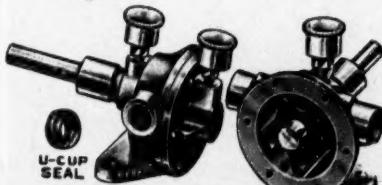


BLOWER For Bilge Installation

Fig. 791

Motor fully enclosed by brass housing, sparkproof.

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ROTOFLEX PUMPS

Fig. 696
Neoprene Impeller, noiseless, excellent capacity, great lift and head, non-priming.

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SPECIFICATIONS

Series	Horse Power	R.P.M.	Cu. In.	Displ.
STANDARD MODELS				
30	50	3200	134	
F-4	81	3000	220	
Seiner Special	81	3000	220	
90*	95	3000	230	
Mercury	100	3600	239	
100*	110	3000	320	
6-339*	140	3200	339	
150	185	3000	447	
160	175	2400	548	
170	200	2400	611	
200	225	2400	678	
300	350	2600	894	

SPECIAL HIGH SPEED

4-60	60	3400	134
6-95*	95	3000	230
6-110*	110	3600	236
6-130*	130	3200	320
6-145*	145	3200	339
6-158*	158	3400	339

DIESELS

4-166 Coast Guard	50	3000	166
Life Saver	79	2600	255
7000*	84	2600	298
5-935	220	2000	935

*Hydraulic reverse gear optional—extra. Optional reduction gear ratios available for all models. ...

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19' & 21' INBOARDS & OUTBOARDS



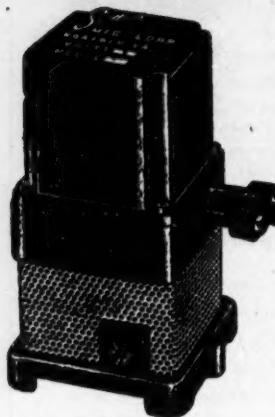
Boats Immediate Delivery

1215 Coast Highway, Newport Beach, Cal. BEacon 6576

cruiser began its trip from Portage Bay, Seattle, and didn't have the time advantage that we enjoyed with our trailer. The Grahams left on Friday afternoon, staying over night at Holmes Harbor and met us around noon on Saturday. We lit out for a swell little beach on the southern tip of James Island. There are many little beaches and coves of similar characteristics in the San Juans. This beach represented one of the highlights of our trip because it was typical of how easy it is to go ashore with a little boat of this kind. We simply ran up the slope until the bow was firm in the sand and went ashore without getting our feet damp. On leaving we put the motors in reverse, gave one light shove and we were off. In the meantime we had made a beach fire, cooked some coffee, had a nice visit

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Pumps Over 600 Gal.
Per Hour at 1 Foot
560 Gal. at 2 Feet

ONLY 7½" HIGH. FITS ANY
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UNDER WATER

Operates on 40 watts. Does not have to be fastened down — will not tip over. VAPOR PROOF—will not cause explosion under most hazardous condition. All bronze construction with heavy gauge screen surface — mechanically simplified for trouble-free operation. Complete with 5 ft. oil-proof, grease-proof neoprene-covered electric cable.

SPECIFICATIONS

Height	8 inches
Base Size	4½" x 4½" inches
Outlet Size	½-in. pipe thread
Screen Area	45 square in.
Weight	10½ pounds

MODEL	PSM	NON-AUTOMATIC	BILGE PUMP
Model	Volts	Amps.	Pr. ea.
PSM-6	6	7	\$33.25
PSM-12	12	3.5	35.50
PSM-24	24	1.85	38.00
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WRITE FOR LITERATURE

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with others who put in and gave the kids a chance to paddle around in the water. One thing we didn't have to do was wrestle with a dinghy. We repeated this same maneuver a number of times during the trip and all landings were simple and successful.

Our enthusiasm was mounting. We decided to make a run over to McConnell Island and visit Dr. Thomas Thompson and his sons. Dr. Thompson is a retired Army Colonel as well as oceanographer, formerly at the University of Washington. The three Thompsons are building a fine house on McConnell from native stones and timbers. We had a swell run over, going through Pole Pass which is always picturesque.

By late afternoon we started our run from McConnell for

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Triple Stitched

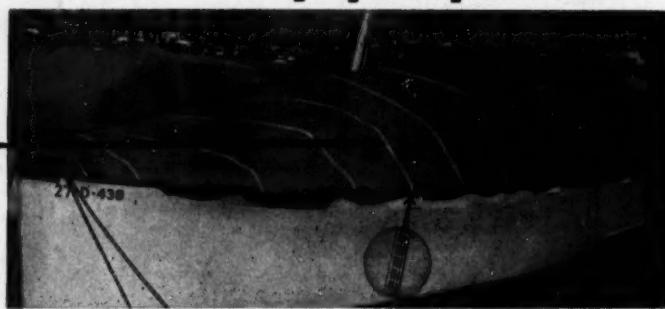
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 UNBEATABLE
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When nights afloat get a bit cool, just relax. The "Sea-Breeze" Cabin Heater and a "Sea-Cook" Alcohol Stove will come to your rescue.

"Sea-Cook" Stoves in one-, two- or three-burner models solve both your heating and cooking problems. And, the "Sea-Breeze" Heater will send a hot, dry blast of air circulating throughout the cabin in a hurry!

So, why not see your dealer. You'll find him ready to supply all the items you'll need for late-season boating comfort.

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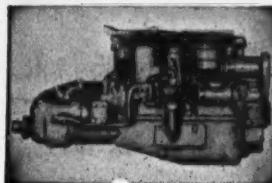
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With the Sperry Magnetic Compass Pilot the yachtsman has complete automatic control of the steering wheel which means more relaxation, less work and worry. That's real pleasure cruising. Prescribed course is held as long as desired even in a rough sea. A Remote Controller makes full rudder control available outside the wheelhouse. The Magnetic Compass Pilot can be powered by either Sperry electric steering engine or Sperry hydraulic ram.

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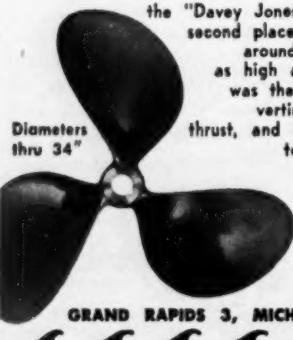
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The WHEEL of CHAMPIONS!



In the past three years the "Davey Jones" has won two firsts and one second place in the Harwood's Trophy race around Manhattan . . . hitting speeds as high as 65 m.p.h. In each case it was the same EQUI-POISE wheel converting the 1100 H.P. into effective thrust, and now, after 4 years, according to its owners, it's just as good as ever. For the finest in pleasure boat propulsion insist on a genuine EQUI-POISE!

GRAND RAPIDS 3, MICHIGAN

FEDERAL
PROPELLERS

the east side of Lopez Island where we put into Fisherman's Harbor and tied up at the floats in front of the Lopez Inn, owned and operated by genial Mr. and Mrs. Bob Hetzler. The Inn was pictured in the July issue of *Sea and Pacific Motor Boat* on page 25. Other boats from Seattle pulled in, too, and we sat 9 adults and 7 children for a swell chicken dinner that night. We had a fine rest that night at the Inn, a good breakfast the following morning, took on a little gas from Bob's marine station and took off for East Sound at Orcas Island.

Before we left Irv Rabel and his son, Seattle, came over in a 14-foot outboard and Jerry Bryant flew in with his SeaBee and tied up to the floats to see how our trip was coming along.

The San Juan resorts have a wonderful folder that is valuable to yachtsmen. It gives a good description of all the accommodations, where they are located and shows a large colored chart of the islands, locating each resort and lodge by number. It is a well-done job.

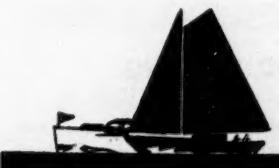
After leaving Fisherman's Harbor we enjoyed watching the Indians reef-netting off the point. Then we went up to Orcas and into Rosario. The Don Rheem estate is at Rosario and is so well known from the years it was the Moran estate. Its own power house and post office are there and the old figurehead off one of the early sailing ships still greets visitors. The harbor has been greatly improved by the Rheems and one float is set aside for visiting boats to tie to. One could describe this visit at length but you'll have to put in with your own outboard and look it over for yourself. The Rheem location is a whole story in itself.

Somewhere along the way, with all our rendezvousing, young Jimmy wanted to show us that he could start a 15-hp motor. No one took him too seriously but he did start the motors, alone, and had them idling in neutral when we were ready to start off. We weren't in the boat at the time.

From Rosario we beat it around to Doe Bay on Orcas Island and called on Mrs. Joe Patton who was at her island summer home. Again, we just ran on the beach, tied to a drift log and went gadding.

The Sunday afternoon was waning so off we started for Anacortes and home. Young Jimmy ran the craft on the last leg. We had visited until after 4 P.M. up in the heart of the islands. We reached Anacortes and had the boat stowed on the trailer and connected to the car before 5 P.M. We stopped at a wonderful eating place at 32nd and Commercial in Anacortes, back of the Anacortes Motel where hot, barbecued salmon is served. Mark that address down. Two hours driving after we ate and we were home in Seattle before 8 P.M. And we had used only about 15 gallons of gasoline. We had been able to cruise most of Sunday without having to leave early for a long return run and we didn't have to worry about the Sunday night rush through the locks.

One gets home from an easy trip like that. He thinks of the miles of waterway travel that was circumvented by that auto-trailer part of the jaunt. His imagination turns to other weekends. Lakes of western and eastern Washington. The Idaho Lakes. The Columbia River. Trips out through the locks at Seattle without making a trailer trip first. Evening jaunts on Lake Washington for a little swim and picnic. And that kind of planning is just a starter. There are hundreds of ideas.



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ROARING AND LEAPING

(Continued from Page 28)

B Stock Runabouts and in the finals the water was extremely rough for the 16 Bs competing. In this race Rollind Blalack of Yuma, Ariz. earned the Hell Diver's Trophy for the first flip of competition. In the C Runabout first heat Kenny Wilson was leading the field, but picked up some kelp, dropping him back to the last spot.

In the second heat, Wilson was thrown from his boat, climbed back aboard and finished third again. In this same heat, Lee Morehouse's steering set-up broke and he finished a most erratic second.

In the A Runabouts, Charles Harter fouled a plug and was unable to start the first heat, returned to the competition and won the second heat. In the B hydros, Bob Cochran flipped in the first heat, Dr. Paul DeLoe was leading in the field, but missed the buoy, corrected his error, dropping back to fifth spot. In the D Runabouts, Homer Smith jumped the gun both heats.

The Champs: A Stock Hydro, Fred Richman, Los Angeles; C Stock Runabout: Dave Wright, Needles, Calif.; B Stock Runabout: Randy Van Noy, Arlington; D Stock Hydro: Ronald Rima, Newport Beach; A Stock Runabout: Chuck Van Dyke, Yuma, Ariz.; B Stock Hydro, Tom Bowen, San Diego; D Stock Runabout, Ronald Rima.

Moses Lake Races

Biggest thrill of the Larson Boat Club's shindig was Leigh Stone's flip in his B Hydro in front of the crowd while he was leading the first heat of the Sunday race. The boat did a complete backward loop, dumping out Stone. He got back aboard and had the boat ready for the second heat, placing second. Two Seattle record-holders, Burt Ross and Hubert Entrop, finished one-two in the L Stock hydro class on the Saturday races. Officials of the Spokane Power Boat Racing Assn. conducted both the Saturday and Sunday Races.

Results, Saturday races, APBA sanctioned:

Midget Hydros: Leigh Stone, Tacoma; Jack Livie, Seattle; Jim Babcock, Seattle.

B Stock Hydro: Leigh Stone; Jim Hale, Redmond; Harry Reeves, Seattle.

B Utility Runabout: Don Backstrand, Portland; Marty Blum, Lincoln; George Giakovnis, Larson air force base.

C Service Runabout: J. F. Bishoff, Snohomish; Rockey Stone, Willamina, Ore.; Mel Callaway, Wenatchee.

C Service Hydro: J. F. Bishoff; Doc Jones, Seattle; J. P. Jones, Seattle.

D Stock Hydros: Burt Ross, Seattle; Hubert Entrop; J. F. Bishoff.

F Hydro: Burt Ross, Tom Close, Spokane; and Everett Gill, Wenatchee.

Bud David of Modesto, Calif. placed first in Class A in the recent Milwaukee Sentinel-Winnebagoland Outboard Marathon. He was the only Westerner to place in this event.

White-Water Race

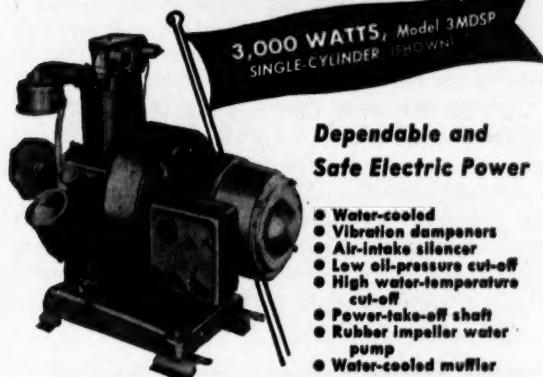
Piloting their entry over the 176 mile course from a point near Eureka to the Douglas Memorial Bridge at Klamath, California, in an elapsed time of 10 hours and 59 minutes, Tom Williams and Harry Walker set a new record for the Klamath River white-water race classic which was staged between the period July 10-11.

The winning crew came in a full half hour before the

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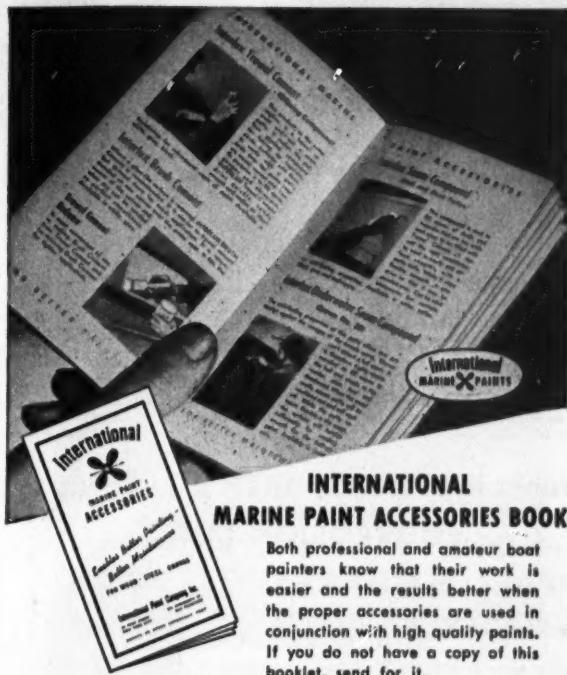
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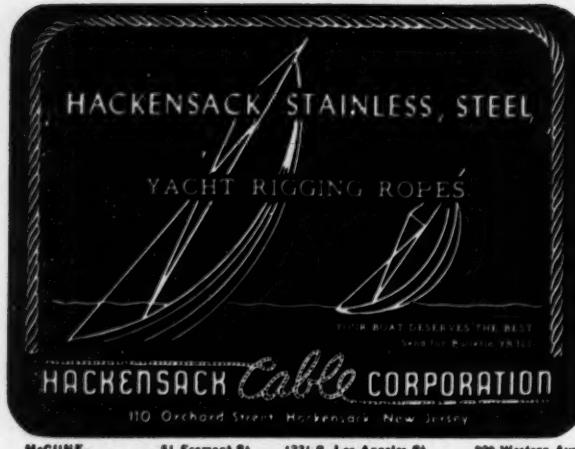


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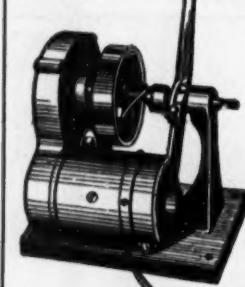
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arrival of the runners-up, the McCovey-Nesbitt team, who finished in a time of 11 hours, 29 minutes. Other teams placing in order were: third place, Sanderson and Frank, 11 hours, 44 minutes; fourth, Bud Pluvoy (racing alone) 12 hours, 43 minutes; fifth, Napoleon and Martin, 15 hours, 31 minutes.

Northern California and southern Oregon speedboat enthusiasts shared honors and fun in the race program featuring the Fifth Annual Klamath River Sports Carnival at Klamath, California, July 4-5, following the annual Klamath River white-river race classic. Some 50 boats in all participated in the various classes and events.

Californians sharing in the awards included Fred O'Hara, Eureka; Jimmy Perry, Klamath; Betty Brenner, Scotia; Harvey DeMotte, Crescent City; Jack McKellar, Klamath; Joun Rycraft, Klamath and Jere Pence, Eureka.

Oregonians coming in for honors included Byron Scott, Coquille; John Hartley, Coquille; George Davidson, North Bend; Fritz Davison, Medford; Paul Woodruff, Eugene; William Barnes, Medford; Cecil Nelson, Coquille; Dick Schovell, Medford; Loraine Barnes, Medford; Lyle Knox, Coquille; William Barnes, Gold Beach; Peter Buffington, Gold Beach.

THE BAY'S A-BOILIN'

(Continued from Page 33)

in 110 Shmo.

Commodore Barry Brooks of the Lake Merritt Sailing Club won the Zephyr One Design Association Championship held on the waters of Clear Lake. This is the second time he has won it and the first time that it has ever been won without the winner placing first at least once in the series of five races.

Cruising Around the Bay

The boats of the Coast Guard Auxiliary, aided and abetted by other craft that just wanted to parade, formed in the Oakland Estuary and passed in review before Rear Admiral "Cy" Perkins, U.S.C.G., to do him honor before he leaves for his new assignment in Washington, D. C.

The Palo Alto Yacht Club is proud of its small boat skippers who journeyed to Long Beach on June 27th and 28th with their wives to participate in the western area championship races for the National One-Design Class. John Jenks won this event and had for his crew Sid Exley who is known as the National One-Design world's champion.

Many of the boats of the Oakland Yacht Club voyaged

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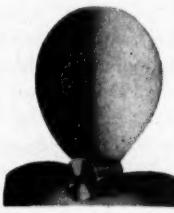
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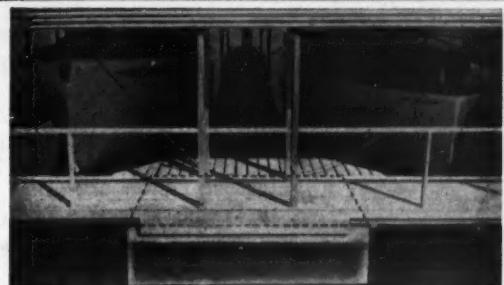
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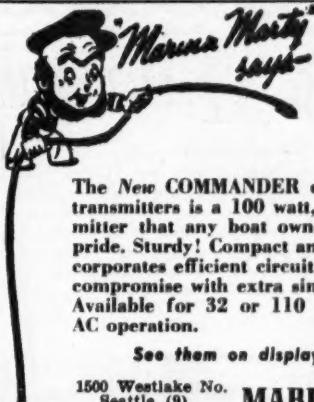
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to the Delta Yacht Club to participate in the Club's Fourth of July celebration. The *Sesco*, *Ruth Marie* and *Eleanor* were among the club boats that went up the river.

The Golden Gate Yacht Clubbers are busy as ever with both their social and sailing life. Al Almquist joined the ranks of the power fleet with his acquisition of a 32 ft. Hunter Cabin Cruiser the *Kedin A.*

It appears that Richardson's Bay will soon become one of the more active centers of boating in the San Francisco Bay area. There have been two recent requests published by the Army engineers to dredge channels and improve boating possibilities of this attractive area. What with the work that is already in progress and the new work to be started soon, they should have a large expanse of water open to boating within the near future.

San Jose can once again be reached by boats as the Guadalupe Slough is dredged to the city limits of San Jose. The project was done by the Navy in connection with their operation at Moffat Field. They needed deep water for bringing barges and other equipment to the airfield. This should allow for some good boating in the southern end of the bay in protected waters.

The All Clubs Winter Racing Association met at the St. Francis Yacht Club on Wednesday, July 29th to change the name of their group to Predicted Log Racing Association of Northern California. A schedule was planned for 1954 for two classes of boats: racing at above 8½ knots, and racing below that speed. The officers will be elected at the August meeting.

The Delta Yacht Club held their annual Fourth of July party for a large fleet of visiting boats and hundreds of guests. It was the marine magnet of the Delta Region during the Fourth of July weekend. Commodore Jimmy Porter and his merry gang must have put on a great party from all the good reports emanating from the many boats which cruised to Delta and became part of the celebration.

The Elkhorn sailors sailed their fleet to Brighton Beach in Monterey Bay on Sunday, July 26, and held their annual treasure hunt.

The Oakland Yacht Club and many other Bay yachtsmen are mourning the passing of Carl Scott, beloved skipper of the *Carol-Marg.*

NEWPORT COUNTS ITS WINNERS

(Continued from Page 34)

Bill Ficker watching a pair of rejuvenated skippers in a pair of 2nd hand Stars take the first two spots. But to experienced members of the "rocking chair" fleet it was no great surprise as Paul and John Ferrier the winners, have been sailing Stars since their childhood and recently topped the International 14's and of course 2nd place winner Harry Bourgeois needs no introduction. These men were sailing *Lecky* and *Wench III*, both former World's Star Cham-



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(Continued on Page 86)

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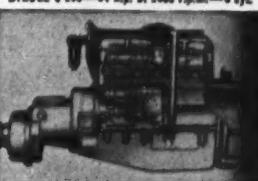
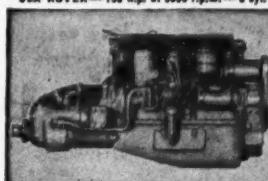
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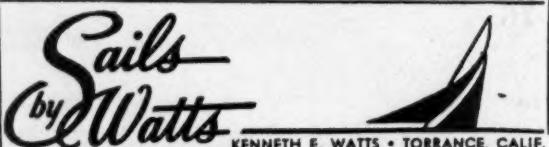
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TED: "I'll give it a try."



TED: "Boy, only a pint of effort in a gallon of paint! This DULUX really goes on easy! Covers the seams with no trouble at all."

HARDING: "DULUX is made to flow out smoothly without brush marks and dry fast. And you won't get better hiding from any finish!"



TED: "Repainting's going to be a cinch next year! She's as white as she was when she went in the water."

HARDING: "That's because DULUX actually sheds dirt — stays white all season long. You don't have to go through a lot of tedious repaint preparation."

REMEMBER: when it's fitting-out time in your waters, start the season right with DULUX.



FREE BOOKLET "Painting Handbook for Boat Owners" is filled with helpful information on keeping your boat shipshape.

For your free copy, write E. I. du Pont de Nemours & Co. (Inc.), Finishes Division, Wilmington, Delaware. (West Coast: 612 Howard Street, San Francisco, Calif.)



FOR EVERY SURFACE... FROM MASTHEAD TO WATER LINE



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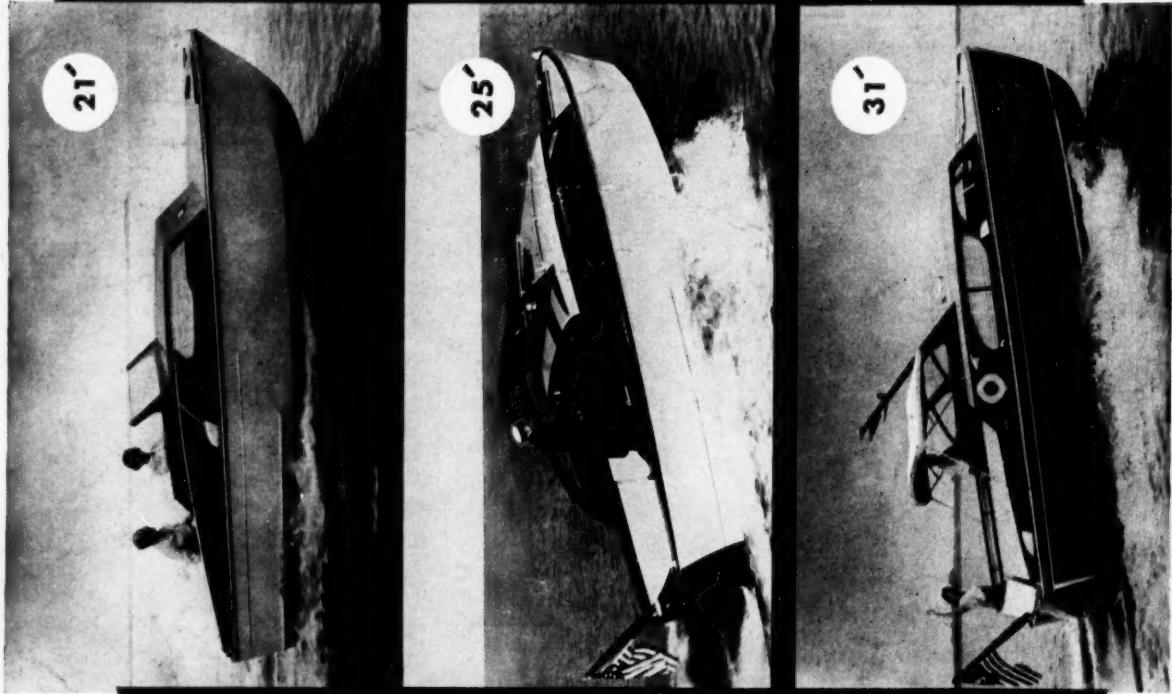
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